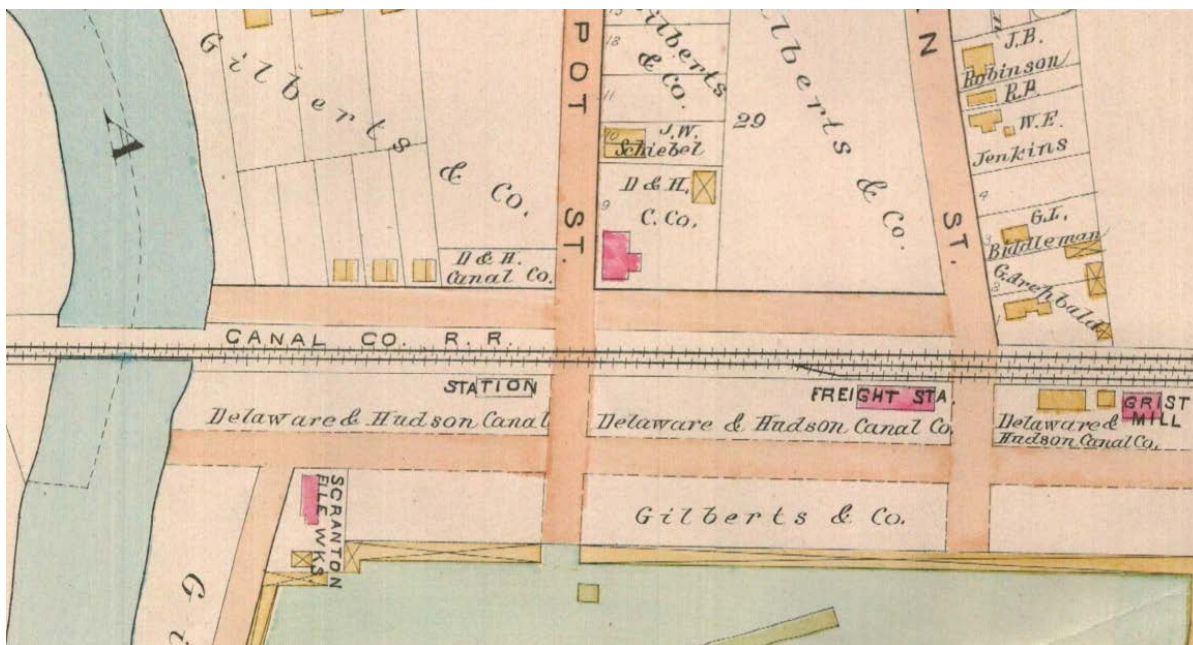


Delaware and Hudson Canal Company

The Steam Line from Carbondale to Scranton (the Valley Road)



Detail of the *Atlas of Scranton and Borough of Dunmore* (published by L. J. Richards & Co., Philadelphia, PA, 1888), in the Depot and Dean Streets area, showing the former D. & H. C. Co. office building and the D. & H. C. Co. passenger and freight stations, Providence, PA

S. Robert Powell, Ph.D.

October 9, 2015

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A History of the
Delaware and Hudson Canal Company
in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
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VI	Waterpower on the Gravity Railroad
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Acknowledgements

The newspaper collection in the archives of the Carbondale Historical Society and Museum and the Carbondale D&H Transportation Museum is an astonishing research resource. Those newspapers, primary historical documents of exceptionally high quality, were created by first class writers and editors. Here are their names:

E. A. Benedict, George W. Benedict, Silas S. Benedict, Benedict and Baer, William Bolton, Dr. Charles E. Burr, Jacob L. Druck, William B. Gritman, Sloane Hamilton, Honorable Samuel Sheldon Jones, Philander Simmons Joslin, Dewitt C. Kitchen, Charles E. Lathrop, W. M. Lathrop, Charles Mead, James B. Mix, George M. Reynolds, George W. Smithing, William E. Ward, Earl Wheeler, Esq., R. H. Willoughby, Amzi Wilson, and F. B. Woodward.

These were men with a strong commitment to the community they served. Several of them, in fact, were very active in the public life of the community and the region. Silas S. Benedict, the legendary editor of the *Carbondale Advance* for 25 years, is a good example. Not only did he serve two terms in the Pennsylvania House of Representatives, he also, during his first term, secured the passage of a bill chartering the city of Carbondale and establishing a Mayor's Court here. In his obituary, published in the May 19, 1883 issue of the *Carbondale Advance*, we read the following about the man:

"He always manifested a deep interest in politics, yet his retiring, disposition did not allow him to push forward to any great extent, or seek public office; although, perhaps more than any other man in its history, he has served the people of this city in official capacities [emphasis added]. In the year 1850, while publishing the *Lackawanna Citizen*, he was put forth as a candidate for the Legislature and elected, and served two terms in the House, having been re-elected in the following year. At that time Luzerne county had but two members in the House of Representatives, and they were elected by the county at large. . . During his first term he secured the passage of a bill chartering the city of Carbondale and establishing a Mayor's Court here. This measure was of incalculable benefit to our citizens, and marked an era in our city's prosperity that was long felt." (*Carbondale Advance* of May 19, 1883, p. 3: "**DEATH OF HON. S. S. BENEDICT.** / HE PASSES QUIETLY AWAY ON TUESDAY EVENING—A SHORT SKETCH OF HIS LIFE.)

Another highly regarded and well known Carbondale editor with a strong commitment to the community he served and who was very active in the public life of the community and the region was the Honorable Samuel Sheldon Jones (1850-1928), who was the editor of the *Evening Leader* from September 1887 to May 1893. In 1871 he was elected a member of Carbondale City Council and re-elected three years in succession. In 1877-1878, he represented the 8th district of Luzerne County in the Pennsylvania House of Representatives, and was the youngest member of that body during those years. In 1882 he was appointed Deputy Recorder of Deeds, and in 1884 served in the office of Clerk of the Courts. In May, 1893 he was elected alderman of second ward of Carbondale and served two five-year terms. In 1911 he was elected alderman of first ward and served two five-year terms. He was a key figure in the organization and establishment

of the Carbondale Emergency Hospital and the Carbondale Board of Health. In 1904 he was appointed Deputy County Treasurer. On January 16, 1877, he married Margaret Gillespie Russell. Their home at 14 Dart Avenue was a meeting place for those who had community interests at heart and strove to make Carbondale a better place in which to live and enjoy all that life offers mankind.

In his obituary, which was published in the April 16, 1928 issue of the *Carbondale Leader* ("City Mourns The Death Of Hon. Samuel Jones"), Samuel S. Jones is described as "one of the most eloquent and elegant public speakers the county has ever produced." Samuel S. Jones, a widely read man, found his chief recreation as a collector of books.

They were extraordinary men, these editors of the Carbondale newspapers in the nineteenth century. We owe them a lot.

S. Robert Powell
March 30, 2015

* * * * *



William B. Gritman was the editor of the *Carbondale Leader* in 1898. In this photograph, titled "Editorial Room, Carbondale Leader, 1898," he is shown, on the far left, at work. Also shown here at work are, in the center, A. R. Jones, and on the right, Kate Farrell. Photo in the Gritman Collection of the Carbondale Historical Society and Museum.

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present volume focuses on the D. & H. C. Co. steam line from Carbondale to Scranton (the Valley Road). Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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The Valley Road

The Valley Road was the Delaware and Hudson's standard-gauge, steam locomotive line between Carbondale and Scranton. It was built under the direction of Charles Pemberton Wurts. Our primary focus in the present volume is the Valley Road in the nineteenth century.

Herein, we will examine, first of all, the portion of that line that extended from Valley Junction to Scranton, and, secondly, the portion of that line that extended from Carbondale to Valley Junction. The portion of the line south of Valley Junction is a complex web of D&H rail lines and the lines of other railroads, as we shall demonstrate herein. The history of the line south from Carbondale to Valley Junction, although less complex than the history of the line south of Valley Junction, is equally interesting.

Carbondale to the Foot of Plane No. 23

As we have demonstrated in Volume VIII in this series (*Passenger Service on the Gravity Railroad*), as soon as the D&H had extended the gravity system to Olyphant, in 1859, the company established a passenger service between Carbondale and Olyphant/foot of Plane No. 23. Once a day, a passenger car was attached to a freight car which had been fitted up with a door at each end. Small, single pane windows at the sides furnished light and ventilation. The venture was liberally patronized. Cars of better type were soon designed and put in service.

The construction of the initial portion of the Valley Road, the four miles between Valley Junction and Providence, must be seen in relation to the passenger service that was initiated in 1859 between Carbondale and the foot of Plane No. 23. It is well, therefore, we review here the early years of passenger service between Carbondale and the foot of Plane No. 23, Olyphant.

The earliest passenger trips between Carbondale and Olyphant are described in the following article from the November 12, 1859 issue of the *Carbondale Advance*:

“Railroad Communication. / We understand a party of our people were favored with a ride upon the extension of the Company’s Railroad to the new village of Olyphant. A more general party took a similar excursion of Wednesday, and on Thursday another, including all that had notice, leisure and inclination for the trip. A comfortable passenger car has been provided, well seated, and the trip we learn is made very safely and pleasantly in less than hour. Regular trips are not proposed to be made at present, but will probably [be made] within a few months [when] the further extension of the road to Providence is completed. This will bring us by Railroad within 2 ½ miles of the Scranton Depot. It will be a great point gained, but not quite all that is desirable. / There seems to be no chance for but one opinion in regard to the Railroad as it now is, in its whole extent from Honesdale to Olyphant. It is a very superior road—wisely planned and substantially constructed. Its arrangements, and appointments for business are every way excellent, and its capacity is undoubtedly equal to 6,000 or 8,000 tons per day. / With such a

road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.” (*Carbondale Advance*, November 12, 1859, p. 2)

The last sentence in that article is remarkable. Here is that sentence again: "With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.”

The passenger service from Carbondale to Olyphant was an immediate hit with the public:

“The Car.—The Passenger Car to Olyphant has made regular trips throughout the week, running generally with full loads each way. It seems to be a popular institution, and bids fare to be a permanent one. The extension of the Road to Providence, and the large population setting along the line from Carbondale down, will make some cheap mode of transit to and from this place indispensable.” (*Carbondale Advance*, November 19, 1859, p. 2)

1003

Foot of Plane No. 23 to Valley Junction to Providence

The legal basis for the extension of D&H rails beyond "the present terminus in the township of Blakely, Luzerne county [foot of Plane No. 23], to any part of the adjoining township of Providence, in said County of Luzerne, and to any lands now owned or that may be hereafter purchased by them" is *Laws of 1859*, No. 123, that was approved by the House of Representatives and Senate of the Commonwealth of Pennsylvania on March 12, 1859. Here is that law:

LAWS OF 1859, No. 123.

A SUPPLEMENT TO AN ACT TO IMPROVE THE NAVIGATION OF THE RIVER LACKAWAXEN, passed the Thirteenth Day of March, One Thousand Eight Hundred and Twenty-three.

Authority to
extend rail-
road beyond
present
terminus.

Authority to
purchase and
hold an addi-
tional quantity
of land.

Additional
power and
authority to
construct
dams.

SEC. 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That the President, Managers and Company of the Delaware and Hudson Canal Company be, and they are hereby authorized to extend their railroads, with the necessary branches and fixtures, from the present terminus in the township of Blakely, Luzerne County, to any part of the adjoining township of Providence, in said County of Luzerne, and to any lands now owned or that may be hereafter purchased by them, under the provisions of this act, the damages for taking lands in the construction of said roads and branches to be assessed and secured in the manner pointed out in the provisions of an act passed the seventh day of April, one thousand eight hundred and fifty-eight, entitled "A supplement to an act to improve the navigation of the River Lackawaxen, passed the thirteenth day of March, one thousand eight hundred and twenty-three." And they are hereby authorized to purchase and hold an additional quantity of three thousand acres of land in the townships of Fell, Carbondale, Blakely and Providence, in the County of Luzerne, for the purpose of carrying on their operations.

SEC. 2. That in addition to the power now given to said company by the said act of March thirteenth, one thousand eight hundred and twenty-three, and its supplements, to erect dams on the Lackawaxen and its tributaries, for the purpose of the canal, the said company are hereby authorized to construct dams on the tributaries of the Lackawaxen and the Lackawanna and its tributaries, for the purpose of creating water power to propel the cars over and upon the railroads now constructed or hereafter to be constructed by them: *Provided*, That the navigation of said streams shall not be obstructed, and that the damages thereby occasioned, by taking and flowing land, shall be assessed, and secured in the manner pointed out in the said act of March thirteenth, one thousand eight hundred and twenty-three, and its several supplements.

W. C. A. LAWRENCE,
Speaker of the House of Representatives.

JNO. CRESSWELL, JR.,
Speaker of the Senate.

APPROVED—the twelfth day of March, A. D. one thousand eight hundred and fifty-nine.

WM. F. PACKER.

The passage of that bill by the Pennsylvania legislature had very important consequences for the D&H. Not only did it authorize the D&H to purchase 3,000 additional acres of land (a large quantity of those acres in the Wilkes-Barre area) but also gave the Company "the power to construct all needful roads to connect the same with the then existing works of the Company."

From the analysis of Delaware and Hudson Canal Company's annual report for 1859 that was published in the *Carbondale Advance* of March 31, 1860, we learn that the extension of the D&H rail line from the foot of Plane No. 23 "to a point within one mile of Scranton, a distance of about 4 ½ miles" was a high priority for the D&H in 1859.

“In the early part of 1859, a bill was passed by the Legislature of Pennsylvania [Pennsylvania, Laws of 1859, No. 123, complete text given above], giving this Company the right to purchase and hold 3,000 acres of land in addition to the 5,000 it was authorized to hold by the original grant; and also the power to construct all needful roads, to connect the same with the then existing works of the Company. Availing themselves of this authority, a considerable body of valuable coal land was purchased during the past year. / It was also deemed advisable to construct, without delay, an extension of the Company’s railroad, from its previous terminus [foot of Plane No. 23] to a point within one mile of Scranton, a distance of about 4 ½ miles. This extension is now nearly completed, and will be ready for use on the 1st of May next [emphasis added]. / The work upon the new dock at Weehawken has been prosecuted as rapidly as possible, but it will be yet some months before it can be safely used. The entire cost of this improvement, when completed, will be nearly or quite \$300,000. To provide the necessary funds for this work, and for the extension of the Railroad referred to, with the required equipment for a larger business, the Board have authorized the issue of coupon bonds to the amount of \$600,000, having ten years to run, and bearing interest at the rate of 7 per cent per annum. These bonds will be disposed of from time to time, as needed, at not less than par—preference being always given to applications from stockholders who may desire to invest in this way. / Since the 1st of March, 1855, there has been expended in extensions of the Railroad and other improvements, called for by increasing business, the sum of \$1,098,845.33. The whole road now is of a solid and permanent character; its capacity for transportation has been increased from 500,000 to 1,200,000 tons [sic] per annum, and it has been extended to a point as far from the Canal as the operations of the Company will probably ever require. The entire cost of these equipments, with the exception of \$300,000 borrowed in 1858, has, up to this time, been provided for out of the current earnings of the Company. . . . The old officers have been re-elected.” (*Carbondale Advance*, March 31, 1860, p. 2)

In the following article that was published in the *Carbondale Advance* of December 17, 1859, when the extension of the line from the foot of Plane No. 23 to Providence was under construction, Charles P. Wurts is praised not only for undertaking the construction of a standard-gauge steam locomotive line from Carbondale to Providence, but also for his role in the design and implementation of the 1859 configuration of the D. & H. Gravity railroad from Carbondale to Honesdale.

“The Del. & Hud. Canal Co.’s Railroad. / Our readers are informed, says the *Tri-States Union*, that the Delaware & Hudson Canal Company is making great changes and improvements in the Railroad for the transportation of coal from the mines to Honesdale. One of these improvements contemplates an extension of the Road from Carbondale to Providence, for passengers as well as freight business, a work now nearly completed. [A 4 ½ mile section of the Valley Road was “nearly completed” at the time this article was published. The entire line, the Valley Road from Carbondale to Scranton was not completed until 1871.] The *Scranton Republican* gives some

interesting information concerning the Road, in an article from which we make the following extract: / From what we saw, and can learn, we are more than ever convinced of the superior engineering skill and excellent general superintendence of Mr. Charles P. Wurts, under whose supervision the new road [the 1859 configuration of the Gravity Railroad] has been built, the old road entirely relaid with heavy T rail, the planes all rebuilt, new engines of the best and strongest kind supplied in place of the old ones, and, in fact, the whole road and its equipment improved so as to be essentially a new one. We were really surprised to find everything working with such perfect regularity, and to see such great changes accomplished without having interfered with the regular business of the Company. We are informed that by the new arrangement they will be able to carry over the road, if desirable more than one million tons of coal per annum, having by these alterations more than doubled their former capacity for business. There is one thing in this connection, particularly worthy of notice and commendation: Every article required for the road was obtained as near home as possible. The rails were furnished by the Scranton Coal and Iron Company, while the engines, which would be a credit to any establishment, were manufactured by Dickson & Co., in Scranton. It would be well if all operating companies would do likewise, instead of sending abroad to have work done no better and no cheaper than it could be done at home. For a Company so long established, and which was accused at one time of being somewhat behind the age, we think an extraordinary amount of energy and wisdom has been manifested in these recent improvements, and for economy and prudence in management, and the business tact generally displayed, it is probably entitled to the first rank in the country, if not in the world." (*Carbondale Advance*, December 17, 1859, p. 2)

From that article we learn that in implementing the 1859 configuration of the Gravity Railroad, C. P. Wurts not only bought all raw materials locally (T-rails for the entire Gravity system from Scranton Coal and Iron Company; stationary engines from Dickson & Co.) but also did not interrupt the day-to-day operations of the company as work proceeded on the revisions.

In regard to the first point (buy all raw materials locally), which has a particular resonance in twenty-first century America, the journalist for the *Scranton Republican* observed: " It would be well if all operating companies would do likewise, instead of sending abroad to have work done no better and no cheaper than it could be done at home."

Those two very interesting characteristics of C. P. Wurts' work method and philosophy of work are recognized by the journalist for the *Scranton Republican* as highly commendable: "For a Company so long established, and which was accused at one time of being somewhat behind the age, we think an extraordinary amount of energy and wisdom has been manifested in these recent improvements, and for economy and prudence in management, and the business tact generally displayed, it is probably entitled to the first rank in the country, if not in the world."

C. P. Wurts, the D. & H. manager who brought into existence the 1859 configuration of the Gravity Railroad, then focused on creating a standard-gauge steam locomotive railroad from Carbondale to Scranton, which is the subject of this volume.

At the time of this article in the *Carbondale Advance*, March 31, 1860, it should be noted, the 4 ½ mile extension of the D&H line was then under construction, with the targeted completion date of May 1, 1860.

What was being built? Two short and very different rail lines: (1) a short Gravity-gauge rail line south from the foot of Plane No. 23 (on the eastern side of the Lackawanna River) and across the Lackawanna River, and (2) a 4-mile long standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western shore of the Lackawanna River, to the south to Providence. It was D&H Chief Engineer Charles P. Wurts, it should be noted, who oversaw the building of this four-mile long standard-gauge railroad.

In January, 1860, it was thought that the rail line to Providence from Plane No. 23 would be completed that month, four months ahead of schedule:

"Travel and Mails. / There has been some confusion here during the last ten days in regard to travel and mails down the valley to Scranton. We seem to be just now in a sort of transition state between coach and car, plank road and railroad. We have a communication [by rail] once a day instead of twice [by coach] as heretofore, by the old stage line through which Messrs. Bronson & Allen have served us so comfortably and regularly during many years, and twice a day by railroad to Olyphant, and Omnibus thence to Scranton. / The completion of the extension of the railroad to Providence, which will occur probably during the present month, will thenceforward give the [railroad] cars a decided advantage in time over any other mode of transit to Scranton. Some slight changes and connecting links, made at a small expense, would give us that grand desideratum, a locomotive connection. That is what we want and hope for." (*Carbondale Advance*, January 7, 1860, p. 2)

The proposed new rail line would, of course, negatively impact the coach lines in the Lackawanna Valley:

"The Stage Coach. / We mentioned last week that Messrs. Bronson and Allen had drawn off their Coaches from the Valley route. We feel that this is not a common place news item, but an index of an important change that has come upon us. The revolution in the mode of travel which has been going on through the country for some years has finally arrived at our doors, and is destined to obliterate the old land marks. / 'The old Stage Coach' has been so long associated with all our ideas of traveling that it seems like parting with an old friend. It was, too, an accommodating friend. It took us up at our own doors, and there safely left us on our return. It did not whirl us off at a rate of twenty or thirty miles an hour, as if in a hurry to get us away from home and anxious to get rid of us, but took us easily and gracefully some four or five miles an hour, which used to be thought quite fast enough for *steady* people to travel.—But it will not do for this fast age. Other people travel faster, and it will not answer to have them get ahead of us. We must progress until we can keep time with the fastest of them. We must keep up with the

age. We must dash through to New York and Philadelphia in the time we used to spend very pleasantly in going to Wilkesbarre, without the least idea that we had been loitering, or suspecting that we had spent a day doing what we sho'd have accomplished in one hour. Those old days of quiet action, enjoyment and leisure are gone, and we, Rip Vanwinkle like, must wake up. And let it be understood that we are waking up and about to do our part in energetic action. If we have to part with old friends, we will gratefully acknowledge past favors, assure them of our best wishes for the future, and take our place resolutely among the wide awake actors of 1860." (*Carbondale Advance*, January 28, 1860, p. 2)

The extension of D&H tracks to Providence was completed in February, 1860.

These four miles of standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western shore of the Lackawanna River, to the south to Providence, were the first embodiment of what would become known as the Valley Road. These four miles of standard-gauge track, the first permanent steam mileage on the Pennsylvania Division, would ultimately be extended to the South to Hudson (Mill Creek) and to North to Nineveh, and become known as the Pennsylvania Division of the D&H.

Two sets of tracks now in place: Gravity-gauge coming down from the foot of Plane 23, standard-gauge going down to Providence from the point where the Gravity tracks arrived on the western shore of the Lackawanna:

Merge the two sets of tracks: The Gravity tracks coming down from the foot of Plane No. 23 were merged into the standard-gauge tracks going down to Providence. The point where the Gravity gauge tracks and the standard-gauge tracks came together/were merged on the western shore of the Lackawanna River, just south of Olyphant, was **Valley Junction**. By February 1860, therefore, the D&H Gravity Railroad from Carbondale to Olyphant was connected to / interfaced with the D&H's 4-mile steam locomotive rail line between Valley Junction and Providence.

Those four miles of D&H tracks between Valley Junction and Providence are truly remarkable, from the perspective of the complete history of the D&H in that they embody, if you will, the past (gravity-gauge) and the future (steam-gauge, 56 ½ inches) of the D&H. Many additional miles of identical tracks would very quickly be established by the D&H, but this 4-mile section of trackage in February 1860 merits special notice because it was the first section of D&H tracks with both Gravity and standard gauge tracks.

Equally remarkable are two other realities: (1) the D&H did not own at the time (February 1860) any standard-gauge cars or engines, and (2) standard-gauge tracks (56 ½ inches) were not yet recognized as the norm for American railroads. That would not happen until March 1863 when

the U. S. Congress determined that the gauge of the Union Pacific railroad would be 56 ½ inches, and most American railroads adopted 56 ½" as the gauge of their tracks. (The A&S, the Erie, and the DL&W, nevertheless, among others, chose six feet as their gauge.)

So when the D&H built the four-mile section of standard-gauge tracks from Valley Junction to Providence they were, in a very significant and remarkable way, projecting into/building for the future.

The movement of these D&H passenger cars, now that the extension to Providence was in place, was as follows:

The passenger cars left Carbondale, up to at least 1868 (when Level 20 was installed), by being taken up the Blakely Plane, and then continuing on their journey southward to Plane 21 in Archbald and then on down to the foot of Plane 23. After February 1860, when the rail line was extended from the foot of Plane 23 to Providence, the passenger cars traveled the short distance from the foot of Plane 23 to Valley Junction on Gravity tracks. At Valley Junction they were moved onto the Valley Road, in which a third rail was installed for the movement of Gravity cars. The cars were then moved by a Gravity steam locomotive to Providence (later to Green Ridge and Vine Street). Returning to Carbondale, they were taken to the top of the mountain at Archbald and then sent down Level 27 to downtown Carbondale.

When the steam line between the foot of Plane No. 23 and Providence was opened the motive power at first consisted of two horses, driven tandem. After a month or so, the horses were replaced by a locomotive, the "Major Sykes (D&H No. 1, one of five Gravity steam locomotives; 0-4-0, built for use on Valley Road), the first locomotive built for the Delaware & Hudson company's use on the western side of the Moosic Mountain. By 1864, three cars per day (none on Sunday) made the trip down to Providence, transporting 5,000 passengers per month.

From an 1887 newspaper article, we learn that at Providence, "the cars were met by a stage and a bus. When the track was laid to Capouse, in Providence, two rival buses were on hand and they carried passengers to and from Scranton for twenty-five cents. When Bayard Taylor lectured in Scranton in 1860 he took this route to Carbondale. After the erection of the bridge at Providence, the East Market road was for years the western terminus of the road. April 17, 1860, the following railroad notice appeared: / 'The Carbondale and Providence passenger trains, until further notice, will run as follows: Leave Carbondale at 6:00 and 8:30 a.m. 2:00 p.m. returning leave Providence at 8:15 a.m. 11 a.m. 4:40 p.m. Omnibuses will be waiting for the conveyance of passengers to and from the trains upon the Del., Lack. and Western and Bloomsburg Railroads. / C. P. WURTS / Supt. D. & H. C. Co.' / Today [1887] six first class passenger trains run daily between Carbondale and Scranton, carrying at least five hundred passengers daily, while the old stage of forty years ago carried three or four passengers every other day. What a change!" (**TRAVEL IN THE EARLY DAYS.** / How the Means of Passenger Transportation Has Changed in the Last Forty Years—The 'String of Beans', *Carbondale Leader* of February 5, 1887, p. 4)

D&H Passenger Timetables Carbondale to Providence

Here are some timetables for passenger service between Carbondale and Providence for the period, April 20, 1860—June 29, 1861:

Carbondale Advance, April 28, 1860, p. 4

RAILROADS, &C.	
RAIL-ROAD NOTICE.	
THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.	
UNTIL FURTHER NOTICE, WILL BE RUN AS FOLLOWS:—	
Leave CARBONDALE, at.....	6 00 A. M.
“ “ “	8 30 “
“ “ “	2 00 P. M.
RETURNING,	
Leave PROVIDENCE at.....	8 15 A. M.
“ “ “	11 35 A. M.
“ “ “	4 40 P. M.
OMNIBUSES	
Will be in waiting for the conveyance of Passengers to and from the Trains upon the Del. Lack. & Western and Lackawanna & Bloomsburg Railroads.	
C. P. WURTS, Supt. D. & H. C. Co.	
OFFICE OF THE DEL. & HUD. C. Co., { Carbondale, April 20, 1860. }	

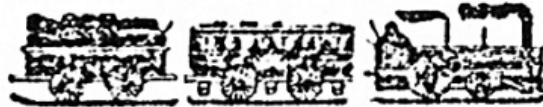
An omnibus, or urban coach, was waiting at Providence to convey passengers to and from DL&W and L&B trains.

Timetable effective
April 20, 1860

Carbondale Advance, July 28, 1860, p. 4: two passenger trains each way between Carbondale and Providence

Effective July 21,
1860

CHANGE OF TIME.



THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

ON AND AFTER MONDAY, JULY 16th, Trains will be run as follows:—

Leave CARBONDALE, at.....7 30 A. M.
" " "2 00 P. M.

RETURNING,

Leave PROVIDENCE at.....10 05 A. M.
" " "5 00 P. M.

O m n i b u s e s

Will be in waiting for the conveyance of Passengers between Providence and Scranton, at which latter point connections will be made with the trains upon the D. L. & W. and L. & B. Railroads for New York, Wilkesbarre and Great Bend.

An OMNIBUS will leave the Harrison House in Carbondale at 7.15 A. M. and at 1.45 P. M., for the Cars, and will be in waiting upon the arrival of the trains to convey passengers to any part of the City.

C. P. WURTS,

Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co.,
Carbondale, July 21, 1860.

See Durfee
Excursus,
below

Durfee Excursus:

The Durfee family were key players in the transportation business in Carbondale for over 30 years in the second half of the nineteenth century. In April 1860, A. B. Durfee introduced an omnibus to and from the Gravity Depot, connecting with the passenger cars to Providence:

“New Omnibus. We have another gratifying improvement to chronicle in the new Omnibus obtained by our enterprising townsman, A. B. Durfee, to run to and from the [Gravity] Depot, connecting with the Passenger Cars [to Providence]. It is well built and elegant, ingress and egress easy, and we hope may always run well filled.” (*Carbondale Advance*, April 7, 1860, p. 2).

And then in 1864, another new Durfee omnibus was introduced:

"NEW OMNIBUS—A fine, new omnibus has just been received at Durfee’s Livery Establishment. It was made to order at Concord, N. H., and in the very best style. It is specially intended to accommodate the travel to and from the cars in fair weather, but will also serve a good purpose for Bands of Music, or large parties of any kind.” (*Carbondale Advance*, April 9, 1864, p. 2)

And in 1882, a coach and four was made available in Carbondale by A. B. Durfee:

“To Elk Hill. / Messrs. Wm. Blair, Homer G. Baker, D. N. Lathrop, Frank Burr, Robert Van Bergen, Charles Bowers, R. D. Stuart, and Misses Mary Strickland, Mary Wheeler, Hattie Hutchins, Grace McMillan, Mrs. Robert Van Bergen, Belle Bowers and Annie Bailey, made a pleasant party for Elk Hill on Tuesday. All were safely launched in Durfee’s large ‘buss, drawn by four splendid grays, and A. B. Durfee himself being conductor.” (*Carbondale Advance*, July 29, 1882, p. 3)

The 31st anniversary of A. B. Durfee's career in the livery business in Carbondale was celebrated in 1887:

“A. B. Durfee’s Anniversary. / To-morrow will be the 31st anniversary of A. B. Durfee’s career in the livery business. On the 4th of March, 1856, he bought out Francis Perkins who was then conducting the business at the same stand, and the first horse he ‘let’ was to William Ball and Perry Farrar, two of Carbondale’s pioneers who are both now dead. At that time the stock consisted of seven horses and as many ‘rigs,’ but a prosperous career has necessitated additions from time to time until now it is one of the largest and most complete establishments in the valley, with about twenty horses and thirty vehicles of different kinds. In 1861 he began the running of his ‘bus’ line and has also since that time continuously carried the mails. ‘Tom,’ who was taken into partnership in 1871 (changing the name to A. B. Durfee & Bro.) has held the

position of conductor on the busses ever since their first trips and has lost but few since that time. The Durfees certainly deserve congratulations on their success.” (*Carbondale Leader*, March 3, 1887, p. 4)

In June 1887, the Durfees retired from the livery business, after a long and distinguished career in Carbondale:

THE BUSSES TO BE WITHDRAWN. / Durfee Bros. Announce Their Intention to Discontinue Their Service. / Durfee Brothers have sold their handsome big omnibus to the Vortman House at McCainsville, N. J., and it was shipped to its new owners yesterday. The vehicle was said to be the finest of its kind in this part of the state, having cost over \$700. It was the intention of the Durfees some months ago to sell the ‘bus and purchase a smaller one, the abolishing of the transfer between trains on the D. & H. having taken away much of the business and rendering the large carriage unwieldy and too large for the patronage. The purchase of another ‘bus is now not probable as the firm contemplate soon taking off all their wagons except, perhaps, the baggage wagons. The remaining ‘bus in their possession will be run for a time, but since the new arrangement in trains the business has hardly been large enough to make it a paying one, and it is only a matter of a short time before this will be discontinued, they say. The prospects of an electric railway from the station do not make the outlook any too bright and as all the railroad passenger arrivals are made at one union station with no present prospects of any other, there is nothing to look forward to. / During their career in the business the Durfees have given the people an excellent and invaluable service and when they discontinue their passenger carrying they can look back on it with a justifiable pride.” (*Carbondale Leader*, June 25, 1887, p. 4)

(End of Durfee Excursus)

Seven months later, February 1861: two trains each way daily, between Carbondale and Providence.

Carbondale Advance, February 23, 1861, p. 3

D. & H. C. Co.'s R. R.

Carbondale and Providence Passenger Trains.

OFFICE OF THE DEL. & HUDSON CANAL Co., }
 → Carbondale, Pa., January 9th, 1861. }

UNTIL FURTHER NOTICE, the Trains on the Del. & Hud. Rail Road will run as follows :

→ Leave Carbondale for Providence and Scranton at.....	7.45 A. M.
And at.....	2.30 P. M.
→ Leave Scranton for Carbondale at...	9.47 A. M.
And at	4.25 P. M.

C. P. WURTS, Sup^y.

Effective January 9, 1861

Leave Carbondale at 7:45 A.M. and 2:30 P.M.

Leave Providence at 9:47 A.M. and 4.25 P.M.

June 1861: changes in train times between Carbondale and Providence, effective June 13; still two trains each way, daily.

Carbondale Advance, June 29, 1861, p. 3

CHANGE OF TIME.



THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

Effective June 13,
1861

ON AND AFTER THURSDAY, JUNE 13, Trains
will be run as follows:—

Leave CARBONDALE, at.....7 15 A. M.
" " ".....1 30 P. M.

RETURNING,

Leave PROVIDENCE at.....9 55 A. M.
" " ".....4 15 P. M.

Very nice
passenger
amenities

O m n i b u s e s .

Will be in waiting for the conveyance of Passengers between Providence and Scranton, at which latter point connections will be made with the trains upon the D. L. & W. and L. & B. Railroads for New York, Wilkesbarre and Great Bend.

An OMNIBUS will leave the Harrison House in Carbondale at 7.00 A. M. and at 1.00 P. M., for the Cars, and will be in waiting upon the arrival of the trains to convey passengers to any part of the City.

C. P. WURTS,

Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co., }
Carbondale, June 10, 1861. }

In the July 19, 1862 issue of the *Carbondale Advance*, p. 2, under “**COMMUNICATIONS,**” to Mr. Benedict, “D” describes his trip from Carbondale to Providence by rail, and then to the DL&W depot by urban coach/omnibus, and then a train ride north over the DL&W. In the second paragraph of that communication, “D” mentions Messrs. Decker and Garland as key players in the establishment of the rail connection between Carbondale and Providence. Here are the first three paragraphs of that very interesting “Communication”:

“MR. BENEDICT:--I am well aware that to note down a history of one’s journey is no easy task to make it interesting or instructive. / The City of Carbondale has ever been noted for its abundance of coal and pretty children; and no one ought to leave that far-famed city without feeling that they owe a debt of gratitude to our enterprising citizens Messrs. Decker [the first D&H passenger conductor; see article at the bottom of this page] and Garland, for their enterprise and perseverance in establishing a Railway communication between Carbondale and Providence, thus affording a comfortable and speedy connection with the Del., L. & W. R. R. / Taking our seat in one of their very comfortable cars, we were hurried along at a speed of some 2 minutes. Cool and comfortable, nothing worthy of remark occurred, until, when near Chittenden’s works, we saw a Biddy making for the cars in great haste. All eyes were turned to see what could be the matter, when near the track stood a couple looking as though they were just married or just going to be. The breaks were put on, and the cars brought to a stand still. The happy couple were soon on board, and on rushed Biddy. As she neared the track, off slid her shawl, but never mind, on she rushed to the cars, and such another kiss none other than a true Hibernian Biddy could give. She then turned away and walked back, and as the train moved on she seemed to say, ‘Go on with your wrangling old steam Engine, there is no passengers on board that’s left behind!’ / We soon found ourselves seated in that comfortable conveyance of which A. Kenner is proprietor [the stage coach from the Providence depot to the DL&W station], and safely landed on the platform where it seems as if all the people of Scranton meet twice a day, or nearly so. Taking our seat in the very commodious cars of the D. L. & W. we were soon hurrying our way up a grade of some 80 feet to the mile, lined on every side by Coal Works, Laborers, Mules and Cars. Here we could but admire the skill of the engineer who had so skillfully marked out the pathway for the iron horse. Passing through what was formerly called Legget’s Gap. . .” (*Carbondale Advance*, July 19, 1862, p. 2)]

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Providence to Green Ridge to Vine Street

In 1863, the D&H rail line was extended from Providence to Green Ridge to Vine Street in downtown Scranton. About this extension, we read the following in the *1890s Summary*:

"This acquisition [line to Vine Street] made the locomotive road nearly five miles long. Two passenger trains each way sufficed to accommodate the traveling public and one crew worked the trains. Isaac Decker was the first D&H passenger conductor. He was followed by J. B. Guyre and Alva Daley in succession. Mr. C. P. Wurts who had been the company’s superintendent, now

retired, and Mr. R. Manville, who had been in the service of the company at Honesdale, as assistant superintendent, moved his headquarters to Carbondale on January 1st, 1864, and took sole charge of the company's railroad department in Pennsylvania, with the title of superintendent."

Vine Street Extension:

With the extension of the D&H standard-gauge line to Vine Street in 1863, the tracks of the D&H were then connected, on a trestle over the intersection of Olive Street and Penn Avenue, directly to the Dickson Manufacturing Company, which made it possible to drive new engines directly out of the Dickson works onto the D&H's Vine Street extension/branch.

We do know that all of Gravity-gauge engines built at the Dickson Works in Scranton were, before the opening in 1863 of the D&H line to Vine Street, transported from the Dickson works to Providence on heavy wagons, drawn by horses and mules, and there put on D&H tracks.

Three years later, 1866-67, a second rail line would originate in Green Ridge and terminate at Union Junction, a short distance north of Wilkes-Barre.

Both of these new rail lines are shown on the maps given on the six following pages.

Given below is a view of the Providence and Green Ridge area from the 1873 D. G. Beers *Maps of Providence and the City of Scranton*:

D&H Providence depot at East Market Street. This was the southern terminus of D&H rails until 1863, in which year the D&H line was extended to Vine Street. The D&H East Market Street depot opened in 1860 and closed in 1873, when the Depot Street depot was opened.



Von Storch breaker. Gravity-gauge cars moved between the foot of Plane No. 23 and the Von Storch breaker.

From 1860 to 1863, Providence was the southern terminus of the D&H. The standard-gauge steam line down from Olyphant/Valley Junction to Providence had a third rail for Gravity cars. In 1863, that D&H Gravity and steam line was extended southward from Providence through Green Ridge to Vine Street.

Here is a detail of the Green Ridge area from the 1873 D. G. Beers *Maps of Providence and the City of Scranton*. The D&H Green Ridge yard area, shown on the map detail below, is bounded on the north by Green Ridge Avenue, on the south the Marion Avenue, on the west by Von Storch Avenue, on the east by Dickson Avenue.



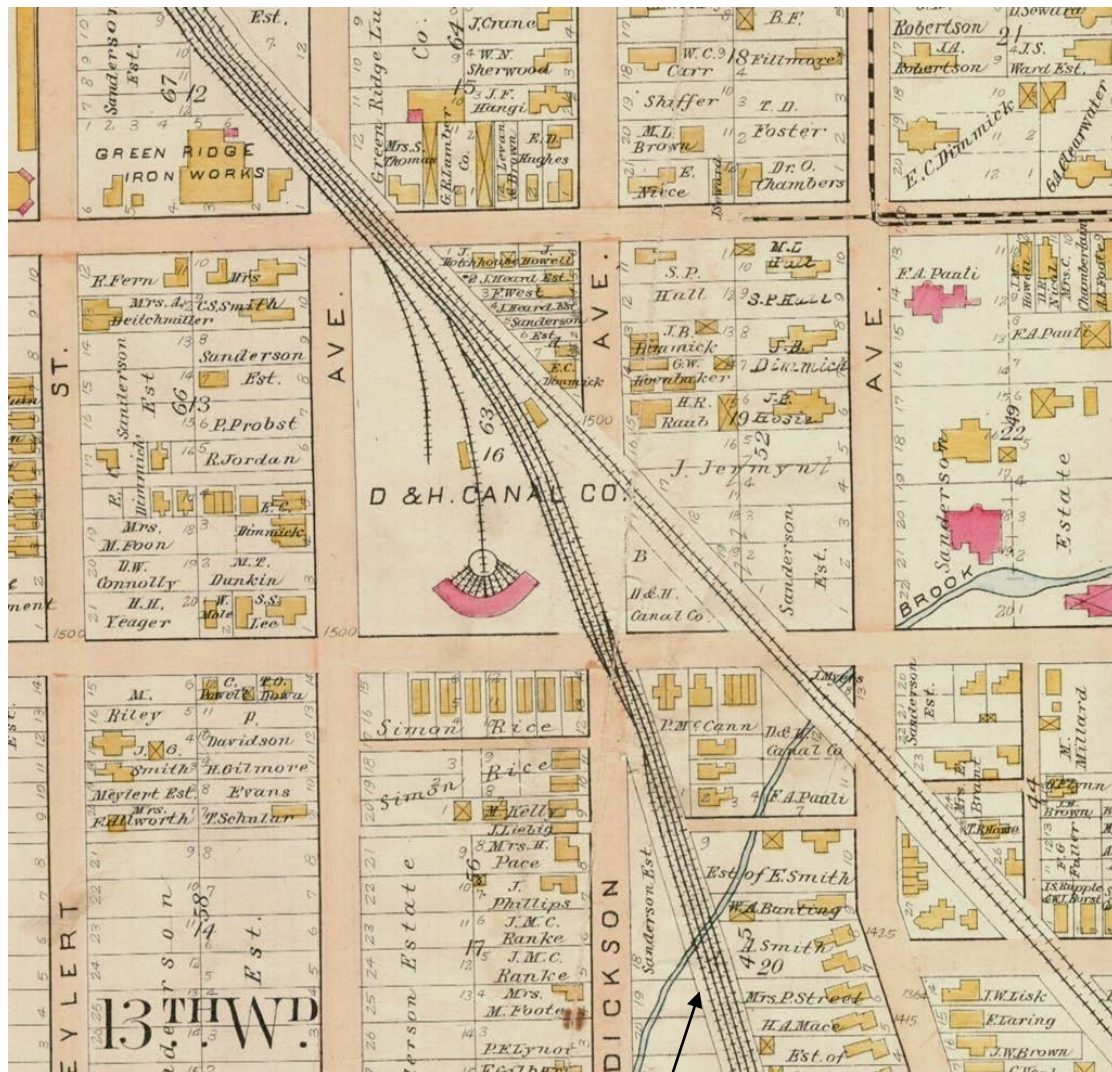
Vine Street branch of the D&H

"In 1867, a round-house of twelve stalls, together with an iron turntable, was built at Green Ridge. Two of these stalls were fitted up for a locomotive repair shop and the company's engines were repaired there until 1876, when the increasing number of locomotives made it imperative that a larger shop, with improved machinery, be erected, and a locomotive shop (which has since been considerably enlarged) was built near the Carbondale upper roundhouse in that year." Valley Road summary

Rail line to Wilkes-Barre, constructed in 1866-1867 by the Union Railroad Company, with passenger and freight service over the line by the railroads to whom the Union Railroad leased the line from 1867 to 1887.

Here are some additional views of the Green Ridge area:

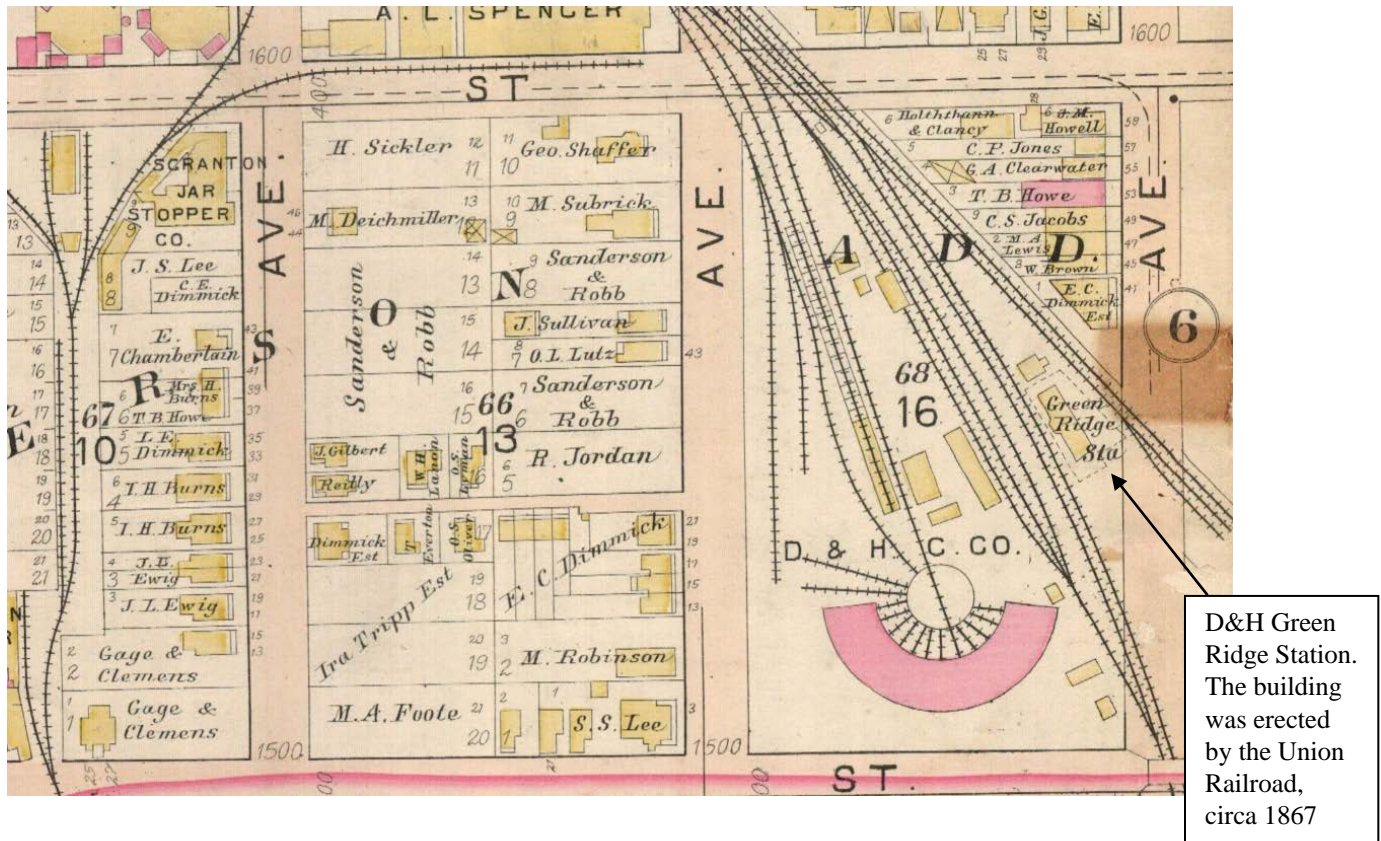
The Green Ridge Yard in 1888 is shown below in a detail from the *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888.



On December 1, 1868, this rail line was leased to the D&H by the Baltimore Coal and Union Railroad Company, conveying to the lessee (the D&H) the right to operate the railroad for the purpose of transporting coal, subject, however, to existing rights of the Lehigh Coal and Navigation Company (the Lehigh Coal and Navigation Company later transferred its rights to this line to the C. R. R. of N. J.). The D&H could use the line, but not for passengers and merchandise, but did not control the line. The D&H would gain control of the line in 1887.

In 1898:

The Green Ridge Yard in 1898 is shown on the detail given below from the map of the *City of Scranton and Borough of Dunmore, Pennsylvania, 1898*. Map in the collection of the Lackawanna Historical Society.



Smash up in the Green Ridge Yard in 1887:

"Wreck at Green Ridge. / A serious smash-up occurred in the 'yard' of the Delaware and Hudson Canal Company at Green Ridge at about half-past six o'clock last evening. A coal train bound north, Michael McCarty, conductor, contained one car with a bent axel. When the train was passing over a 'frog' in the yard the car with the bent axel jumped the track followed by four other cars. / A freight train from Carbondale, William Blake, engineer, David Robbins, conductor, was passing by on the south bound track at the time. The coal train cars plunged into the freight train and wrecked one of the freight cars. The wreck thus blocked both tracks and the passenger train from Carbondale, which leaves this city at 7 o'clock was delayed one hour and a half at the Green Ridge depot. The south-bound track was finally cleared and was used until the other track was cleared late last night. One freight car and four coal cars were smashed but none of the train men were injured. Business on the road was greatly interfered with and ten crews were 'laid out' by the wreck for several hours.--*Republican of Tuesday.*" (*The Journal*, November 10, 1887, p. 2)

The D&H Green Ridge Yard:

In 1911, Alfred Constantine was named yard conductor at Green Ridge, and held that position for the following 25 years. For most of those years, Alfred Constantine and engine No. 37 worked together. About Alfred Constantine and No. 37 we read the following in the biographical portrait of the man ("Thinks Railroading Safe") that was published in the September 1, 1937 issue (pp. 131-32, 141) of *The Delaware and Hudson Railroad Bulletin*: "Mr. Constantine and 'The 37' had worked together so long that they seemed as much a part of the yard as the old roundhouse itself to the men of Green Ridge." (p. 131) Alfred Constantine began his career with the D&H as a runner at the coal-loading chutes at the Marvine colliery. "He had to 'spot' the 4- to 5-ton, 4-wheeled cars under the chutes for loading, stop them on the track scales while the weight of the contents was recorded, then 'let them down' to the 60-car capacity storage tracks from which they were later picked up by railroad crews. These cars were run entirely by gravity at the breaker, the receiving, loading, scale, and storage tracks being laid out on a continuous down grade. Steam locomotives hauled the coal from the breaker to the foot of 'G' plane at Olyphant." (p. 132)

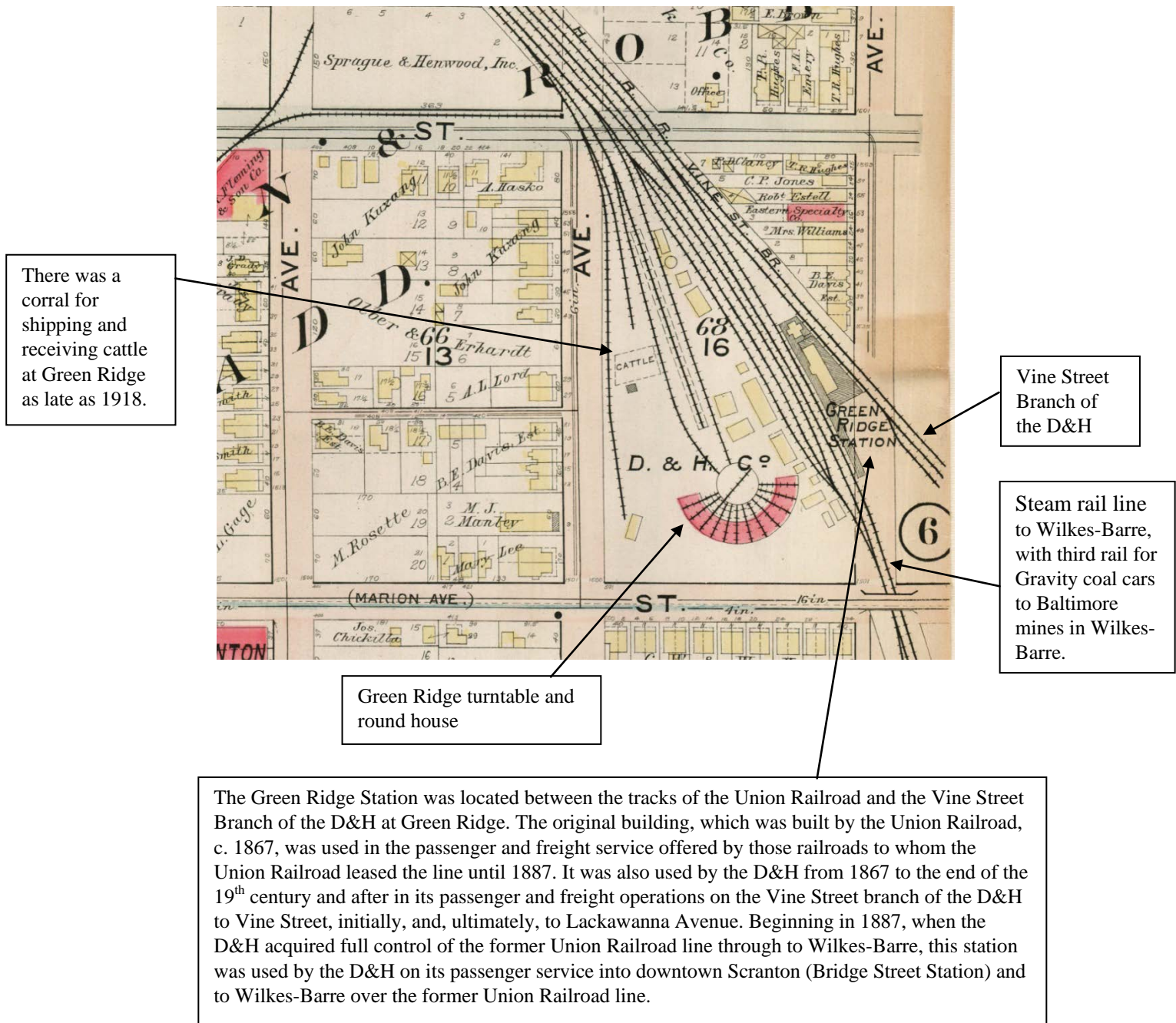
In 1892, Constantine was hired by Yard Master George Garey to fill a vacancy on one of the ten crews then running out of Green Ridge. "Two crews each made two round trips between Hudson and Olyphant daily, returning to Green Ridge at night; the other eight were on mine runs in the vicinity of Scranton." (p. 132)

About this portion of Constantine's railroad career, we read the following in his biographical portrait: "Mr. Constantine went to work as a brakeman with Conductor 'Judd' Callender, delivering empty cars to and taking loaded cars away from the Von Storch, Leggitts Creek, and Marvine breakers, as well as handling car loads of mine supplies consigned to the these collieries. After seven years on that mine run, Mr. Constantine was assigned to a Green Ridge yard job with Yard Master and Conductor Edward Grant, doing industrial and other switching between Green Ridge and Scranton stations as well as interchanging cars with the Lackawanna and Erie railroads. / Beginning shortly after his transfer to the railroad, Mr. Constantine became extra conductor, substituting for all of the fifteen regular men than stationed at Green Ridge to handle switching, mine, and local freight runs. Soon he was made conductor of the crew which did the switching at the Eddy Creek, Olyphant, and Grassy Island breakers, a run which he held for one year. Next, for two years, he was in charge of the local freight running between Green Ridge and Avoca. / In 1911 Mr. Constantine became yard conductor at Green Ridge, the position he held for the next 25 years. At first there were no night switchers in the yard and Mr. Constantine worked days only until 1934 when he bid in a night switcher, remaining on that job until his retirement [on June 1, 1936]." (p. 132)

There is a photograph of Locomotive No. 37 and its crew at Green Ridge in 1914 on page 132 of Constantine's portrait in *The Delaware and Hudson Railroad Bulletin*. The caption reads as follows: "On the running board, Engineer Tom Pace; L. to R. on ground, Eugene Seigle, John Hugel, Horace Freer, Mr. Constantine, Bruce Moyer and Ralph Twining."

In 1918:

Detail of the 1918 map of Scranton from *Atlas of the City of Scranton and Borough of Dunmore, Lackawanna County*. Volk & Kuehls, Philadelphia, PA 1918, showing the Green Ridge station and roundhouse area and the beginning of the Vine Street branch of the D&H:



The two photographs of D&H Engine 898 shown below were made available to the author in February 2008 by Ron Konosky, Carbondale. These photos were produced from black and white photo negatives (2 of 4) that were in a piece of furniture that Ron bought at an auction. They were in an envelope postmarked December 18, 1942, Newark, NJ. The envelope was addressed to "Miss Mary Fenton / 613 Green Ridge St / Scranton / Pa."

These two photos of D&H engine No. 898 were mailed from Newark, NJ, to Miss Mary Fenton of 613 Green Ridge Street, Scranton, on December 18, 1942. Possibly these two engines or Miss Mary Fenton have a direct Green Ridge connection?



Recapitulation:

From 1859 to 1863, Providence was the southern terminus of the D&H rail line. Standard-gauge tracks, with a third rail for Gravity-gauge vehicles, extended from Valley Junction/Olyphant down to Providence.

In 1863, the standard-gauge D&H line from Olyphant/Valley Junction to Providence, with a third rail for Gravity cars, was extended through Green Ridge to Vine Street. A second line to the south originated at Green Ridge in 1866, the line to Wilkes-Barre, built by the Union Railroad Company of Wilkes-Barre. We will have a look at this second line before we look at the Vine Street branch.

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Union Railroad line from Green Ridge to Wilkes-Barre

In 1867, the Union Railroad Company of Wilkes-Barre completed the 15-mile long standard-gauge rail line from Green Ridge to Union Junction (near Hudson, formerly known as Mill Creek).

Where was Union Junction? In *A Century of Progress*, pp. 198-200, we read:

“The Union Coal Company, after it had merged the Howard company in February, 1867, completed railroad construction northward from Union Junction, in the Lackawanna Valley, to Green Ridge. The location of Union Junction may be stated as approximately one and one-half miles north of the present station at Hudson [formerly known as Mill Creek] on the Pennsylvania division of the company’s railroad, so that the railroad from Union Junction to Green Ridge covered a distance of nearly fifteen miles. As Hudson is only three and one-half miles north of Wilkes-Barre, it is apparent that a long step toward the latter had been taken.” (In 1886, the D&H extended the line three miles to the south to the Lehigh Valley depot in South Wilkes-Barre.)

The line from Green Ridge to Union Junction opened on June 18, 1867, and the Union Coal Company leased the exclusive right to run passenger and merchandise between Union Junction and Green Ridge, for a period of twenty years, 1867-1887, to the Lehigh Coal & Navigation company, the latter company afterward transferred this lease to the C. R. R. of N. J. The D&H could use the line (but not for passengers and merchandise) but did not control the line. The D&H would gain control of the line in 1887.

Shown below is a map of Mill Creek for the 1873 D. G. Beers *Map of Luzerne County*.

Mill Creek roundhouse abandoned on November 1, 1899; the four engines housed there were moved to the round house at Wilkes-Barre. (*Carbondale Leader*, October 31, 1899, p. 2)

"Lehigh and
Susquehanna"—the
operators of the line
between Green Ridge
and Mill Creek

Mill Creek

Wye for
turning
around
rail cars

In the biographical portrait of Frank S. Clark in the September 1, 1936 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 131-32), we read: "That fall [1886] he became a locomotive fireman, working on the various mine runs which then originated at Hudson. Two of the engines then assigned to that service were the *James P. Dickson* and the *J. J. Albright*, Nos. 23 and 27, which were kept in the four-stall roundhouse, situated on the approximate site of the present car shops. About 1900, these locomotives were sent to Wilkes-Barre, the old Hudson roundhouse was abandoned and eventually torn down."

In *Passenger and Freight Stations Delaware and Hudson* ("Inspection of Lines, June 7-10, 1928), page 14, we read: "Hudson and the stream flowing through it were formerly called Mill Creek. Five thousand acres of wood land were originally purchased and settled by two brothers, Henry and Richard Drinker. / In 1891, by petition of the citizens of the town, its name was changed to 'Hudson,' taken from the word 'Hudson' of the Delaware and Hudson Canal Company. / It is the junction point of the Wilkes-Barre connecting Railroad and The Delaware and Hudson Company. / Population 3,800."

About this rail line, we read the following in the *1890s Summary*:

"In 1867*, the Union Railroad, between Green Ridge and Union junction, near Mill Creek, was completed. Up to this time, the gauge of the [D&H] track was 4 ft. 3 inches, but in constructing the line to Union Junction, a third rail was laid, making two gauges, the one 4 ft. 3 inches, the other 4 ft. 8 ½ inches, from Olyphant Valley to Union Junction. The Gravity, or 4 ft. 3 in. gauge, was extended to the Baltimore mines, near [north of] Wilkes-Barre, over the tracks of the Lehigh Coal & Navigation company, and Gravity coal cars now ran between Honesdale and the Baltimore mines."

*1866 or 1867? In *Passenger, Freight and Work Equipment on the Delaware and Hudson*, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927, p. 21, we read: "The Union Coal Company opened, in 1866, the line between Green Ridge and Union Junction. (15 miles)." 1866 or 1867? Construction may well have begun in 1866, with the line being completed in 1867.

Before the publication of the first five volumes in this series on the D&H, it was not generally known that Gravity-gauge tracks extended south of the foot of Plane No. 23 in Olyphant. Jim Shaughnessy, for example, in *Delaware & Hudson* says (pp. 68-69) the following:

"In the meantime in 1870, a locomotive-operated road was built between Carbondale and Olyphant, near Scranton, and a second track was added to the original flat stretch from Valley Junction near Olyphant to Green Ridge, adjoining Scranton. Strangely enough, a third rail was laid on this line too, only this one was at a 4'-3" gauge to accommodate gravity equipment. On many stretches of the lines below Carbondale four rails were used: one common running rail, a 4'-3" gravity rail, a standard gauge rail and six-foot rail for Erie equipment."

Shaughnessy's use of "strangely enough" suggests, perhaps, that he was not aware of the fact that a third rail for the movement of Gravity cars to and from the Baltimore mines was installed in the Union Railroad line to Wilkes-Barre. Perhaps, as well, he was not aware of the Gravity passenger service that took place south of Providence?

The extension of Gravity-gauge tracks from Providence to Green Ridge to the Baltimore mines in Wilkes-Barre was a part of a concerted program of expansion of D&H mining operations undertaken by President George Talbot Olyphant (elected president on March 15, 1858; took office on March 31, 1858) and Vice President Thomas Dickson. In order to buy the desired coal lands, the D&H had to get a supplement to its charter to allow it to hold an additional 3,000 acres of coal lands.

The extraordinarily important relationship between the Union Coal Company and the D&H began in 1866. In the D&H centennial book, pp. 196-197 and following, up to 200, we read the following about that relationship:

"The buying of additional coal properties, which in a measure antedated entrance into the general railroad field, began with relations with The Union Coal Company entered into in 1866. . . At first the business arrangements made with this coal company contemplated nothing more than transporting for it coal that it produced. A little later it was deemed advisable to aid The Union Coal Company in the project it then entertained of buying the property of the Baltimore Coal Company situated near Wilkes-Barre. To furnish the financial assistance that was thought necessary, the Managers, in 1867, loaned the Union company \$1,300,000, obtaining the funds by an issue of bonds, all of which were taken at par and chiefly by the stockholders. But by January, 1868, additional financing on the part of the Union company had become requisite and its absorption in some way by the Delaware and Hudson Company seemed highly probable. In fact, it seemed desirable to obtain control of both the Union company and the Baltimore company, since these properties embraced over three thousand acres of coal lands owned in fee, and eleven hundred acres held under favorable leases; four coal breakers with all appurtenances, capable of turning out more than two thousand tons of anthracite daily, and seventeen miles of railroad connecting with the company's line in the Lackawanna valley near Scranton. The properties of the two companies also included four locomotives, five hundred and fifty coal cars and one hundred canal boats. / Towards the close of 1867 an opportunity offered to purchase an important 'Coal Estate' at Plymouth, opposite Wilkes-Barre. President Olyphant and committee of the Board visited this property, and on their unanimous recommendation it was purchased for \$1,575,000 bringing to the enterprise eight hundred and three additional acres of coal lands owned in fee; two hundred and twenty-five acres held on favorable leases; three mine openings; one breaker ready for operation and one in course of construction; store properties, houses, a grist mill, and mine houses; also a first-class railroad bridge over the Susquehanna, with two miles of railroad connecting the property with the main line of traffic 'on the east side of the river.' [emphasis added]. By the Spring of 1868, not only had the purchase of this coal property at Plymouth been completed and title taken in the name of the Northern Coal and Iron Company, but the desirability of obtaining control of the properties of the Union and Baltimore companies had assumed paramount importance. . . / Besides this, the railroad advantages that offered were considerable. The Union Coal Company, after it had merged the Howard company in February, 1867, completed railroad construction northward from Union Junction, in the Lackawanna valley, to Green Ridge. The location of Union Junction may be stated as approximately one and one-half miles north of the present station at Hudson on the Pennsylvania division of the company's railroad [emphasis added], so that the railroad from Union Junction to Green Ridge covered a distance of nearly fifteen miles. As Hudson is only three and one-half miles north of Wilkes-Barre, it is apparent that a long step toward the latter had been taken. /. The arrangements by which the beneficial interest in the properties of The Union Coal Company and the Baltimore Coal Company were actually secured may now be summarized. The extensive coal properties of

the Baltimore Coal Company were conveyed to the Delaware and Hudson Canal Company by deed dated October 15, 1867 [emphasis added]. Because of the financial difficulties of the Union company, all its property, including coal lands and railroad, was sold under foreclosure and conveyed by deed dated February 20, 1868, to Andrew T. McClintock and Thomas Dickson, in trust. By deed dated April 2 they conveyed the property to the Baltimore Coal and Union Railroad Company, incorporated on April 8. [On page 199 of *Century of Progress*, there is a photograph of Edward A. Quintard, who was the first president of the Baltimore Coal and Union R. R Co.] Finally, by instrument dated December 1, 1868, the Baltimore Coal and Union Railroad Company leased its coal lands and railroad in the Lackawanna valley to the Delaware and Hudson Canal Company, conveying to the lessee the right to operate the railroad for the purpose of transporting coal, subject, however, to existing rights of the Lehigh Coal and Navigation Company to operate it for general purposes [emphasis added]. / To provide for the additional tonnage expected upon the completion of the railroad about to be constructed from Green Ridge to Union Junction [approximately one and one-half miles north of the present station at Hudson on the Pennsylvania division of the company's railroad] further alterations and improvements in the Gravity railroad were commenced in 1866."

The Lehigh Coal and Navigation Company, with whom the Union Railroad Company initially entered into a lease arrangement on the rail line from Green Ridge to Union Junction, owned a canal that extended from Tunkhannock, PA to Baltimore, MD, passing through Wilkes-Barre. On the site in Wilkes-Barre to which that canal extended were located, in 1927, the D&H Wilkes-Barre yards. This we have learned from the biographical portrait of Thomas D. Winn that was published in the June 1, 1927 issue of *The Delaware and Hudson Company Bulletin*, pp. 163-64, 176, wherein we read:

"The canal basin was a part of the Lehigh Coal and Navigation Company's canal, extending from Tunkhannock, Pa., to Baltimore, Md., and the boats and coal pockets belonged to the Baltimore Coal Company, the extensive coal properties of which were conveyed by deed to The Delaware and Hudson Canal Company on October 16, 1867."

Three and a half years before October 16, 1867, Thomas D. Winn (born in Liverpool on December 25, 1854) began working for the Baltimore Coal Company, where his brother-in-law worked as barn boss and mule buyer. Thomas D. Winn, at the age of 9, came to America on the *S. S. Great Western*, then making its second trip across the Atlantic, arriving at Castle Garden in New York City after a voyage of 18 to 20 days. Winn's first job for the Baltimore Coal Company was "as a messenger boy at the Baltimore Coal Company's office that stood where the overhead bridge is located at the junction with the Lehigh Valley railroad. Later he became a muleteer on the trestle over the coal pockets that spanned the canal basin, hauling the little cars of coal as they came down from the Black Diamond and Baltimore No. 1 breakers and returning with them empty after their contents had been deposited in the storage pockets. There were two sections of pockets, one for lump coal and one for finer sizes, and between these were located the lime kilns. Tom Milligan was the boss."

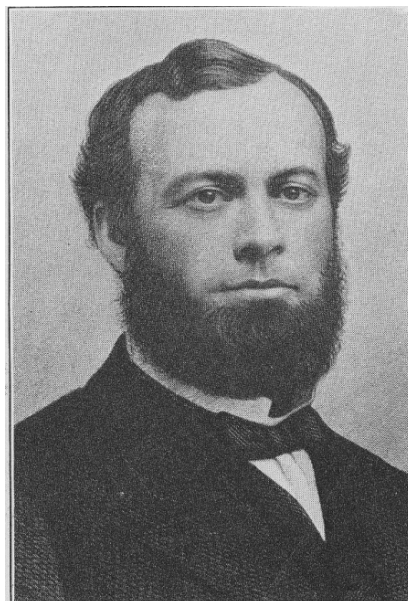
The fact that the D&H Wilkes-Barre yard was built on the site of the former Lehigh Coal and Navigation canal basin is underlined by Seth V. Colvin in his biographical portrait ("They Had No Caboose") that is published in the October 1, 1932 issue (pp.259-260) of *The Delaware and Hudson Railroad Bulletin*. Therein we read: " 'Did you ever know that there used to be a canal terminal in what is now the heart of Wilkes-Barre?' asked Mr. Colvin, and then described the dam across the Susquehanna River at Nanticoke, eight miles below Wilkes-Barre, the locks at 'Butch' Ball's landing which permitted the boats to pass from the river into the canal basin, located on the present site of our Wilkes-Barre yard. His crew delivered coal at the basin for emptying into canal boats en route to New York via the North Branch Canal." (p. 260)

The first standard-gauge engine for the Union Railroad was named "Mill Creek."

In the 1934 list of 60 old locomotives on the Pennsylvania Division, we read the following about the Mill Creek:

"She [No. 6 in the 1934 list of 60 old locomotives on the Pennsylvania Division] was built at the Grant Locomotive Works, and was brought to the National Crossing, near the Minooka station, over the tracks of the Delaware, Lackawanna & Western company, on April 2d, 1867. She was pushed down the line a short distance, and her boiler filled with water carried from the river in pails. The fire was started by D. C. Benscoter, who acted as fireman; the engineer's name was John Bloom. When the "E. A. Quintard" now No. 7 was purchased, May 1st, 1867, engineer Bloom and fireman Benscoter were transferred to her, and the Mill Creek was sent to Mill Creek to do switching and mine work."

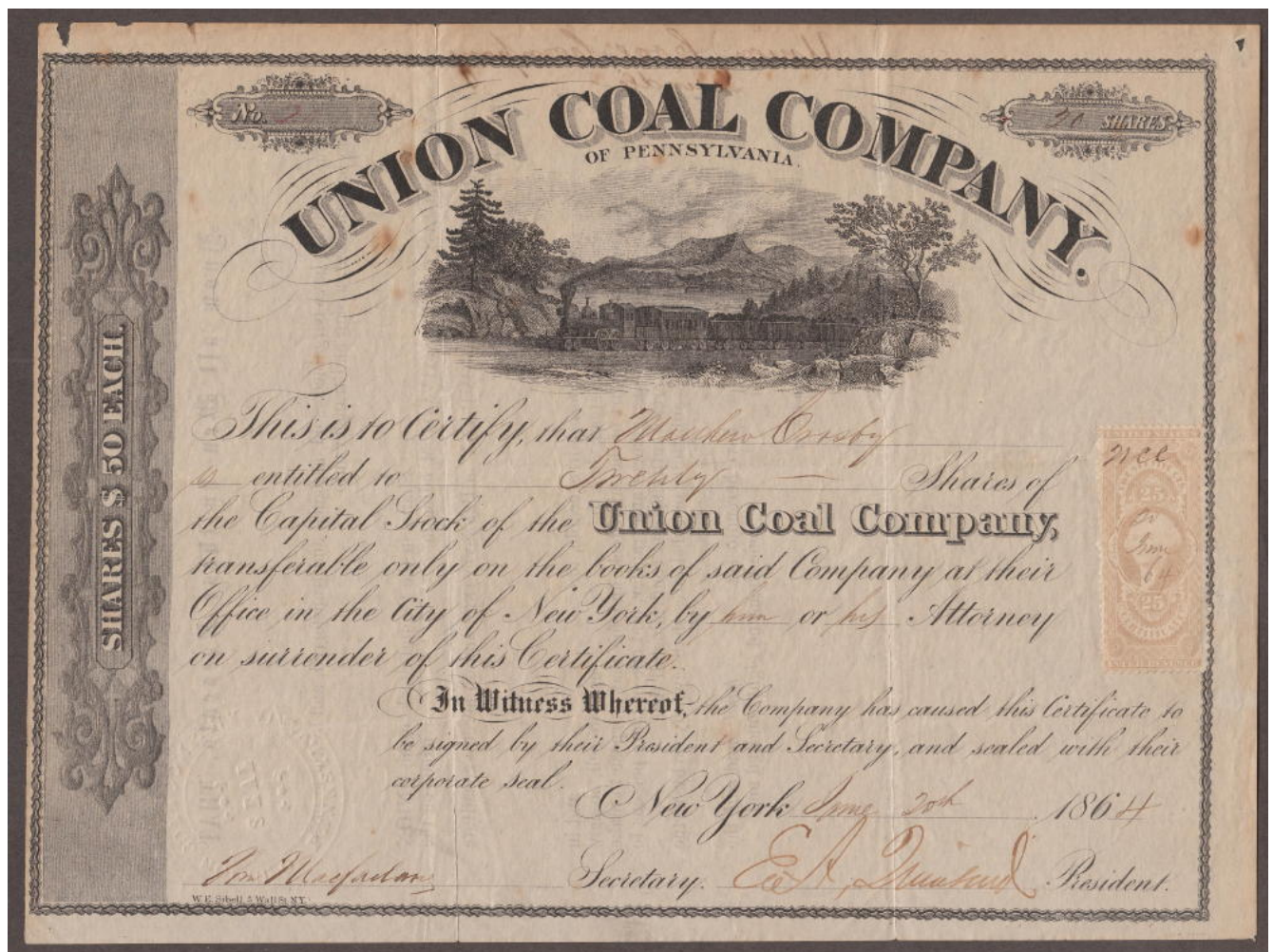
Edward A. Quintard was the first president of Baltimore Coal and Union R. R. Company. Here is the engraving of Quintard from page 199 of *A Century of Progress*:



In 1883, the D&H engine, the *E. A. Quintard*, was thoroughly repaired following an accident. This was the engine used for the celebrated "Saratoga Express."

"Engine No. 7, 'E. A. Quintard,' which was nearly smashed up a few months ago is again on the track after being thoroughly repaired. She has spent four months in the Dickson Works, and last Saturday was brought to Carbondale and placed in the round house, where under the skillful supervision of Mr. Eitel, the engine dispatcher, the necessary fixtures were added to her and on Thursday of this week, she took her old place on train 1 and 2 (Saratoga), with an entirely new steel boiler, cab. &c. Engine 7 now looks like a new engine and her appearance and general make-up are calculated to make glad the heart of her trusty engineer, Miles Biesecker." (*Carbondale Leader*, February 9, 1883, p. 2)

Shown below is a Union Coal Company stock certificate signed by E. A. Quintard. This certificate was donated to the Carbondale Historical Society by John V. Buberniak:



Here is an account of an excursion train that was run over this line between Wilkes-Barre and Green Ridge on May 18, 1867. Included in this account is some very interesting information about this line and about D&H engines used on this line. The engine that pulled this excursion train back to Wilkes-Barre from Green Ridge was the *E. A. Quintard*.

"On May 18th, 1867, an excursion train, of ten coaches, was run over this line between Wilkes-Barre and Green Ridge. The engine "Mauch Chunk" hauled the train from Wilkes-Barre to Green Ridge, and as the Green Ridge turntable had not then be completed, the "E. A. Quintard" was sent to Green Ridge, headed south to haul the train on the trip back to Wilkes-Barre. The "J. J. Albright" engine No. 8 was delivered in May, 1867. A six-wheel connected engine had been built by the Dickson Manufacturing company for the Ulster & Delaware Railroad, but was found to be unsuitable for that road. The "J. J. Albright" was sent to the Ulster & Delaware in exchange for the six-wheel engine, and the latter assumed the name and number of the No. 8. [In the biographical portrait of Seth V. Colvin that is presented on pages 259-260 of October 1, 1932 issue of *The Delaware and Hudson Railroad Bulletin*, we read the following: "One day he [Seth V. Colvin] met Amos Carl, Superintendent of the company's railroad, and immediately made application for a position on a train crew. Seth was told that he could begin braking on April 1, 1873, and on that date he became a member of the crew which operated locomotive *J. J. Albright*, No. 8, at Mill Creek. For seven years he was on this 'cabooseless' run, working from 12 to 20 hours a day for \$1.73. . . Flagging the rear end of a freight train today [1932] is like riding in a Pullman compared with conditions at Mill Creek (Hudson), Pa., in 1873, when SETH COLVIN began his 51-year career with the Delaware and Hudson. His crew had no caboose and the youngest man, instead of riding the head end as at present, had to find as comfortable a position as he could on the last car and, despite wind, rain, snow, or hail, protect and brake the rear end of the train. / Derailments were frequent, yet there was not wrecking crew to be called on: the train crew had to get the engine or cars back on the track as best they could. When a car went 'off the iron' they collected pieces of rail, ties, boards, stones, and any other available material which might be used in prying the wheels out of the cinders, raising them inch by inch on blocking, and eventually getting them back on the light iron rails, only too frequently to have them go on the ground again after traveling a short distance. . . "] The next engine procured was the Baltimore, No. 9, built in Baltimore, Md.; she is now in the scrap pile. Then the "R. Manville," No. 10, which was built by the Dickson Manufacturing company about 1865, for the use of the United States Government in prosecuting the war, was turned over to the Delaware & Hudson in 1868, for use on the Union Railroad. Her first engineer was named Isaac N. Street, and George Shiffer, was fireman, both of Scranton. (*1890s Summary*)

The first wreck on his line took place in May, 1867. Here is an account of that accident:

"The first wreck on this railroad occurred in May 1867. The construction gang was going north to Green Ridge; a heavy rainstorm was raging. When about 300 feet north of the Minooka station

they came upon a washout. The engine was stopped on what seemed to be a safe, but the water had undermined the roadbed; the engine rolled down the embankment, and rested on her side at the bottom. The engineer had reversed her and shut off steam, but a splinter of wood probably pushed the throttle lever open, for she took steam into her cylinders and thrashed for about five minutes, until the lever could be gotten at and closed." (1890s Summary)

Joseph Gallagher was the first employee to lose his life on this rail line:

The first employee to lose his life on the railroad was named Joseph Gallagher. The *James Dickson*, engine No. 11, engineer D. C. Benscoter, was working at the Baltimore mines. Gallagher and another brakeman were seated on the bumper beam in front of the engine. Gallagher's companion was to throw the first switch and Gallagher the second. When the latter stepped off the engine, he slipped and fell, the pilot rolled him over and crushed his life out. (1890s Summary)

The interest of the D&H in this rail line was made very clear in June 1865, when the annual excursion trip of the directors and officers of the D&H included a ride over the Union Railroad from Wilkes-Barre to Green Ridge before the line was officially opened:

"Del. & Hud. Canal Excursion. / The annual excursion trip of the directors and officers of the Del. & Hud. Canal Co. came off on the first week in June. This party this year consisted of / Thos. Dickson, Acting Pres., wife and daughter, Scranton; E. W. Weston, Supt. Coal Dept., and wife, Scranton; R. Manville, Supt. R. R. Dept., and wife, Carbondale; C. F. Young, Supt. Canal Dept., and wife, Honesdale; Hon. T. P. Howell, wife and daughter, New York; P. H. Balentine, wife and daughter, New York; C. A. Sprague, wife and sister, New York; W. J. Schenck and wife of the Merchant's Hotel New York; P. J. Dubois, wife and daughter, Kingston; L. C. Fuller, Scranton; Rev. Dr. Terhune, R. D. Church, Newark; W. C. Rose, Div. Supt. and daughters, Port Jervis. / They left Rondout in the Packet *Dyberry*, on the Fourth of June, and arrived in Honesdale on the Seventh--making the trip over the canal in three days. The party reached here [Carbondale] on Sunday en route to Scranton. / At Scranton the party took the Lackawanna & Bloomsburg Railroad to Wilkes Barre, and returned to Scranton upon the *Union Railroad*. That Railroad connecting the Lehigh and Susquehanna Railroad at Wilkes Barre with the Del. & Hud. Railroad near Providence is expected to be formally opened on Tuesday next, 18th inst." (Carbondale Advance, Saturday, June 15, 1867, p. 3)

On June 18, 1867, the Union Railroad, connecting the L&S at Wilkes-Barre and the D&H at Green Ridge, officially opened:

"IMPORTANT RAILROAD OPENING. Our town [Carbondale] was visited on Wednesday by the Officers of the Lehigh and Susquehanna Railroad Co., the Union Railroad Co., the Del. & Hud. Canal Co., and other excursionists, making a formal opening of the Union Railroad Co., which forms the connecting link between the Lehigh and Susquehanna at Wilkes Barre and the

Del. & Hud. at Providence. / This opening is an important one to our valley in general, facilitating communication and transportation, and will be very beneficially felt in many localities. It gives Wilkes Barre direct communication out, both ways, on its own side of the river, with choice of routes to New York and Philadelphia. It also gives us in addition to what we had before another direct line of communication with the seaboard cities. Scranton now has the advantage of Wilkes Barre, only in a direct line North." (*Carbondale Advance*, Saturday, June 22, 1867, p. 3)

The Northern Coal and Iron Company played a very useful role for the D&H, beginning in 1871:

"On August 4 [1871] the Baltimore Coal and Union Railroad Company was merged with the Northern Coal and Iron Company which, in 1864, had been incorporated chiefly for the purpose of holding, in the interest of the Delaware and Hudson Canal Company, coal in excess of the acreage allowed by the charter of the latter. As the Northern Coal and Iron Company acquired, in 1866, certain additional railroad rights and franchises, this merger not only served the business convenience of substituting one company for two, but furnished the Delaware and Hudson company with a convenient subsidiary that could be utilized as a coal-land holding company and for railroad purposes." *COP*, p. 209

In 1872-73, the D&H purchased, in the name of the Northern Coal and Iron Company, the Gibson property in Carbondale:

"Authorized on February 6, 1872, there was purchased for \$425,000 in the name of the Northern Coal and Iron Company, on January 17, 1873, nearly two thousand acres, located near Carbondale and known as the Gibson property." *COP*, p. 209:

And then in December 1873, the D&H and the Northern Coal and Iron Company entered into an even closer relationship when the D&H leased the property and franchises of the Northern Coal and Iron Company in perpetuity:

"... on December 1, 1873, the relation between the Northern Coal and Iron Company and the Delaware and Hudson company was made closer and more permanent by a lease of the property and franchises of the former to the latter in perpetuity." *COP*, p. 210

In 1886, the D&H assumed full control of the Union Railroad from Green Ridge to Mill Creek. This opened a major window in the passenger service industry for the D&H:

"In November, 1886, the twenty-year lease for the right to run passenger and merchandise traffic over the Union railroad, by the C. R. R. of N. J. expired, and the Delaware & Hudson assumed entire control of the line through to Wilkes-Barre, the extension from Mill Creek to Wilkes-Barre having been built in this year in anticipation of the expiration of the aforesaid agreement. More passenger trains were called into service, and promotions for the trainmen were a natural sequence. (1890s Summary)

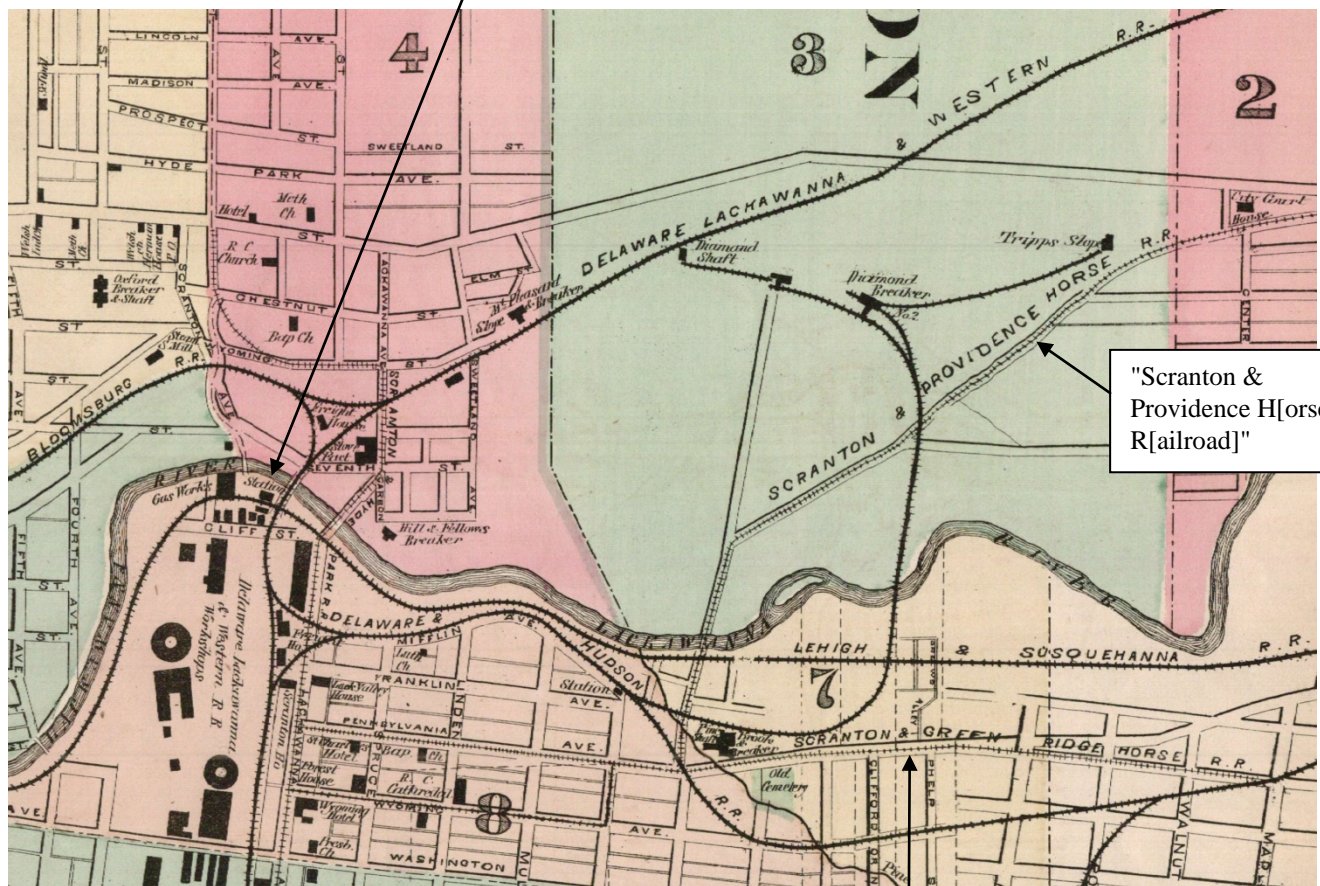
D&H passenger service daily was immediately offered between Carbondale and Wilkes-Barre (at the Lehigh Valley depot):

"The Del. & Hud. Canal Co.'s Railroads. / Next Saturday night at twelve o'clock the twenty years lease of the Union Railroad from Scranton to Mill Creek to the Lehigh Coal & Navigation Co. expires, and the control of the road returns to its owners, the Delaware & Hudson Canal Co. During the twenty years the management of the passenger and freight business of this short but important railroad link has been operated successively by three different companies—the Lehigh & Susquehanna, the Central of New Jersey, and the Philadelphia & Reading. These twenty years have seen a wonderful growth in business enterprise and population in the two valleys which the Union Railroad connects, and what seemed then of minor importance, is now a most valuable branch of the Delaware & Hudson railroad system. The Delaware & Hudson Canal Co. will take possession of the Union Railroad, as before stated, next Sunday. They have built an extension from Mill Creek to the Lehigh Valley depot in Wilkes-Barre, and on Monday next will run their passenger and freight business from the city to Wilkes-Barre [emphasis added]. A rearrangement of the passenger trains on the new time table goes into effect next week, as follows: / On and after Monday next, passenger trains will leave Carbondale for Scranton at 7.00, 8.20, 9.50, and 11.20 a. m., 1.00, 3.46, 5.20. and 8.15 p.m. / Trains will leave Scranton for Carbondale at 7.00, 8.40, 10.00, and 11.47 a.m., 2.10, 5.00, 7.00, and 11.05 p.m. / All trains except the 7.00 a.m. from Scranton and the 9.50 a.m. from this city will run through coaches between Wilkes-Barre and Carbondale. / The train leaving here at 8.15 p.m. will run through to Wilkes-Barre, reaching that city at 9.50 p.m. Returning, it will leave Wilkes-Barre at 10.15 p.m., and reaching this city at 11.50 p.m. Passengers to and from Scranton on this train will go to the Bridge street depot, the old L. & S. station, near the Stone bridge Scranton [emphasis added]. / The principal changes from the present time of trains between here and Scranton are that the first train from Scranton in the morning will leave that city at 7.00 and reach this city at 7.50, and that the last train at night from Carbondale will leave at 8.15. The Saratoga Express will leave this city at 11.00 a.m. instead of 6.03; the present 11.25 a.m. train will leave five minutes earlier--11.20; the old evening train from Scranton will leave that city at 7.00 instead of 7.10 p.m. / The Company will run seven trains each way between Scranton and Wilkes-Barre" [emphasis added]. (*The Journal*, November 4, 1886, p. 3)]

With regular D&H passenger service between Carbondale and Wilkes-Barre now a reality, the former L&S station near the Stone bridge in Scranton became the D&H Bridge Street depot. The exact location of the Bridge Street depot is shown on the maps on the following two pages.

The L&S Bridge Street station (which after 1886 became the D&H Bridge Street station) is shown on the detail given below from *Atlas of Luzerne County Pennsylvania From Actual Surveys by and under the Direction of D. G. Beers*, Published by A. Pomeroy & Co., Philadelphia, 1873. This map is in the collection of the Lackawanna Historical Society.

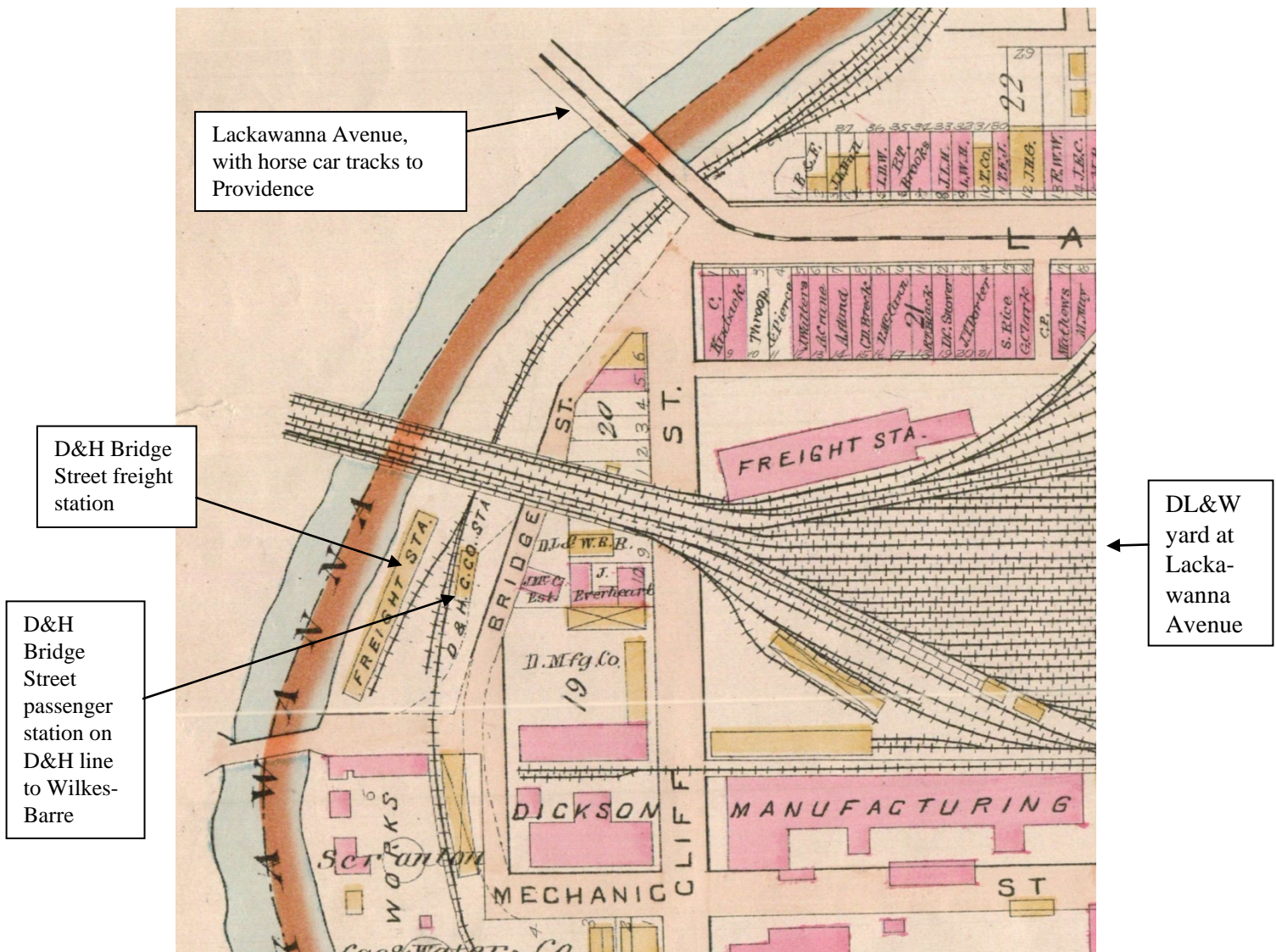
Lehigh & Susquehanna Bridge Street station, Scranton, 1873. This station, after 1886, became the D&H Bridge Street station.



"Scranton & Providence H[orse] R[ailroad]"

"Scranton & Green Ridge Horse R[ail] R[oad]."

The D&H Bridge Street passenger station and the Bridge Street freight station are shown on the detail given below from *Atlas of the City of Scranton and Borough of Dunmore, Pennsylvania*. L. J. Richards & Co, Philadelphia, 1888. Map in the collection of the Lackawanna Historical Society.



With the D&H now in control of the former Union Railroad from Scranton to Wilkes-Barre, many personnel changes were made:

“The D. & H. Trains. / The connecting of the Union Railroad from Scranton to Wilkes-Barre to the Del. & Hud. Railroad system, has necessitated many changes in the crews of the passenger trains. / David R. Nicol, for several years the popular conductor of the Saratoga Express, now runs from Green Ridge to Wilkes-Barre, with Eugene Hayden, engineer, and Eugene Wonnacott, baggage master. Headquarters at Green Ridge. / William Histed, of this city, has charge of another passenger train between Green Ridge and Wilkes-Barre, with headquarters at Wilkes-Barre. Jacob Butzman, engineer. / Lewis Cook, the former baggage master of the Saratoga Express, is now conductor of the same. S. S. Cobb is still engineer, and James A. Nicol has been appointed baggage master. The headquarters of this train is at Green Ridge, as heretofore. As the Saratoga Express does not leave Scranton until 10.00 o’clock a.m., this crew will also run the 7.00 a.m. train from Scranton to this city, and the 8.20 a.m. train from here to Scranton. / Wm. Rosser, conductor, with D. C. Benscoter, engineer, runs the trains from this city to Scranton at 7.00, and 9.50 a.m. and 1.00 p.m. / E. Skeels, conductor, with Alex. Copeland, engineer, and Horace Daley, baggage master, run the trains from here to Scranton leaving at 11.20 a.m., 5.20 and 8.15 p.m. The last train is run through to Wilkes-Barre by this crew, returning at 11.50 p.m.” (*The Journal*, November 11, 1886, p. 3)]

David R. Robbins operated the first D&H freight train into Wilkes-Barre on the line of the former Union Railroad. This we know from the biographical portrait of David B. Robbins that is published in the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin* (pp. 291-292):

"From 1866 to 1886 the Jersey Central had leased the Delaware and Hudson's right of way between Wilkes-Barre and Scranton; Mr. Robbins operated the first freight train into Wilkes-Barre after the road reverted to Delaware and Hudson management."

With the D&H in charge of the line between Green Ridge and Wilkes-Barre, the offices of the National Express Company were then moved to the Second National Bank Building in Scranton:

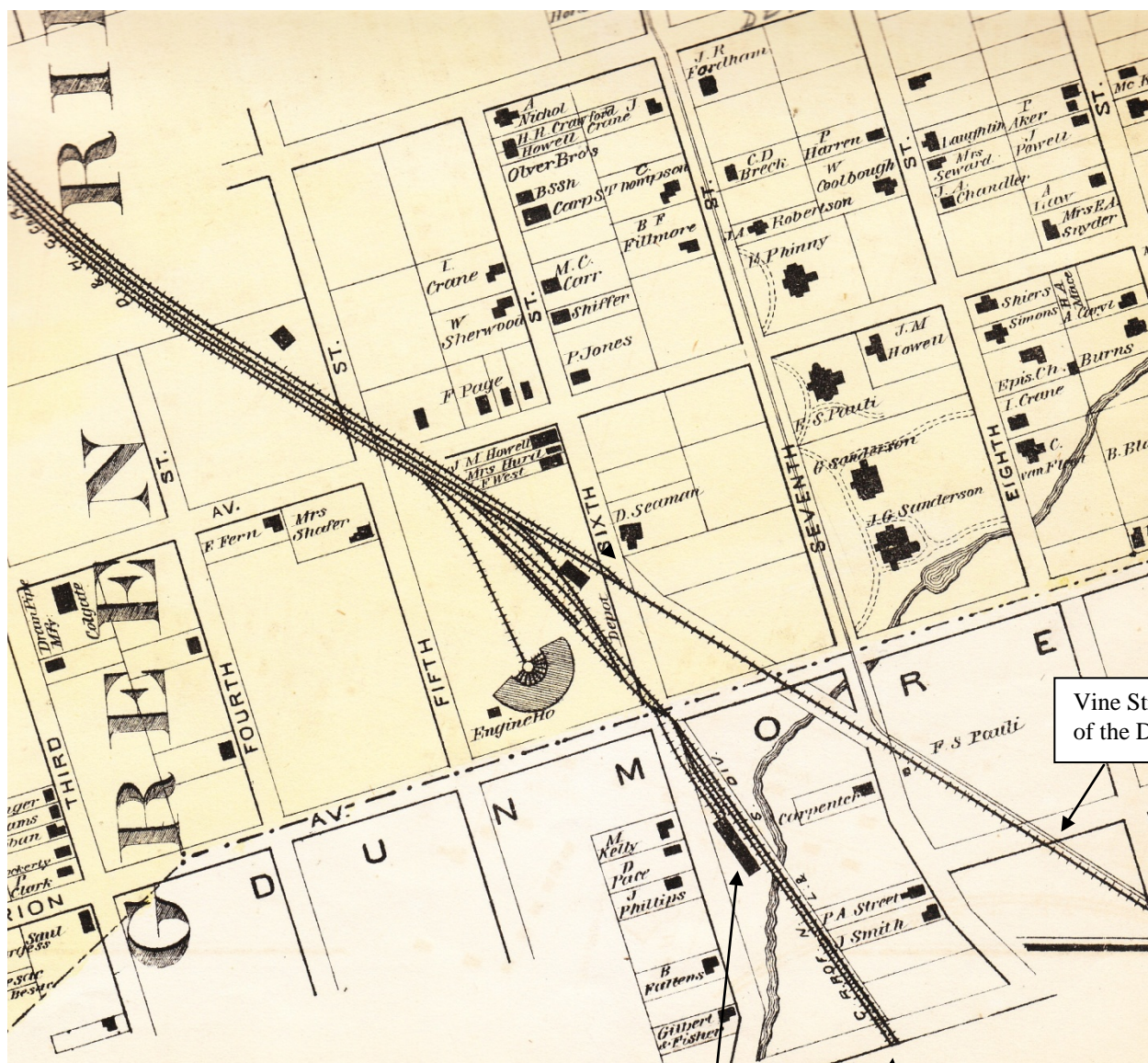
"Express Change. / Yesterday [November 10, 1886] the Delaware and Hudson Railroad took possession and in the future will operate, its own road between Green Ridge and Wilkes-Barre. The National Express Company has been doing business over the Delaware and Hudson Northern lines for years, and over their local road between Honesdale and Scranton since last May, and today it operates on the line between Green Ridge and Wilkes-Barre, and has established offices at all stations. The National Express Company in this city [Scranton] has

removed its office from the United States Express office to that of the Adams Express Company's office in the Second National Bank building, and after this date the business of the two companies—the Adams and the National—will be conducted at the latter place, being a joint office for both companies.--*Scranton Republican* of Monday." (*The Journal*, November 11, 1886, p. 3)

The path of the Union Railroad from Green Ridge to just south of Lackawanna Avenue in Scranton is shown on the maps on the following four pages.

When the Union Railroad from Green Ridge to Union Junction opened on June 18, 1867, the Union Coal Company leased the exclusive right to carry passengers and merchandise between Union Junction and Green Ridge, for a period of twenty years, 1867-1887, to the Lehigh Coal & Navigation company, the latter company afterward transferred this lease to the Central Railroad of New Jersey.

The Union Railroad is the western branch of the Y at Green Ridge, as shown on the detail given on the following page of the Green Ridge area from the 1873 D. G. Beers *Maps of Providence and the City of Scranton*. At the time that this 1873 D. G. Beers map was drawn, the exclusive right to carry passengers and merchandise between Union Junction and Green Ridge was held by the Central Railroad of New Jersey.

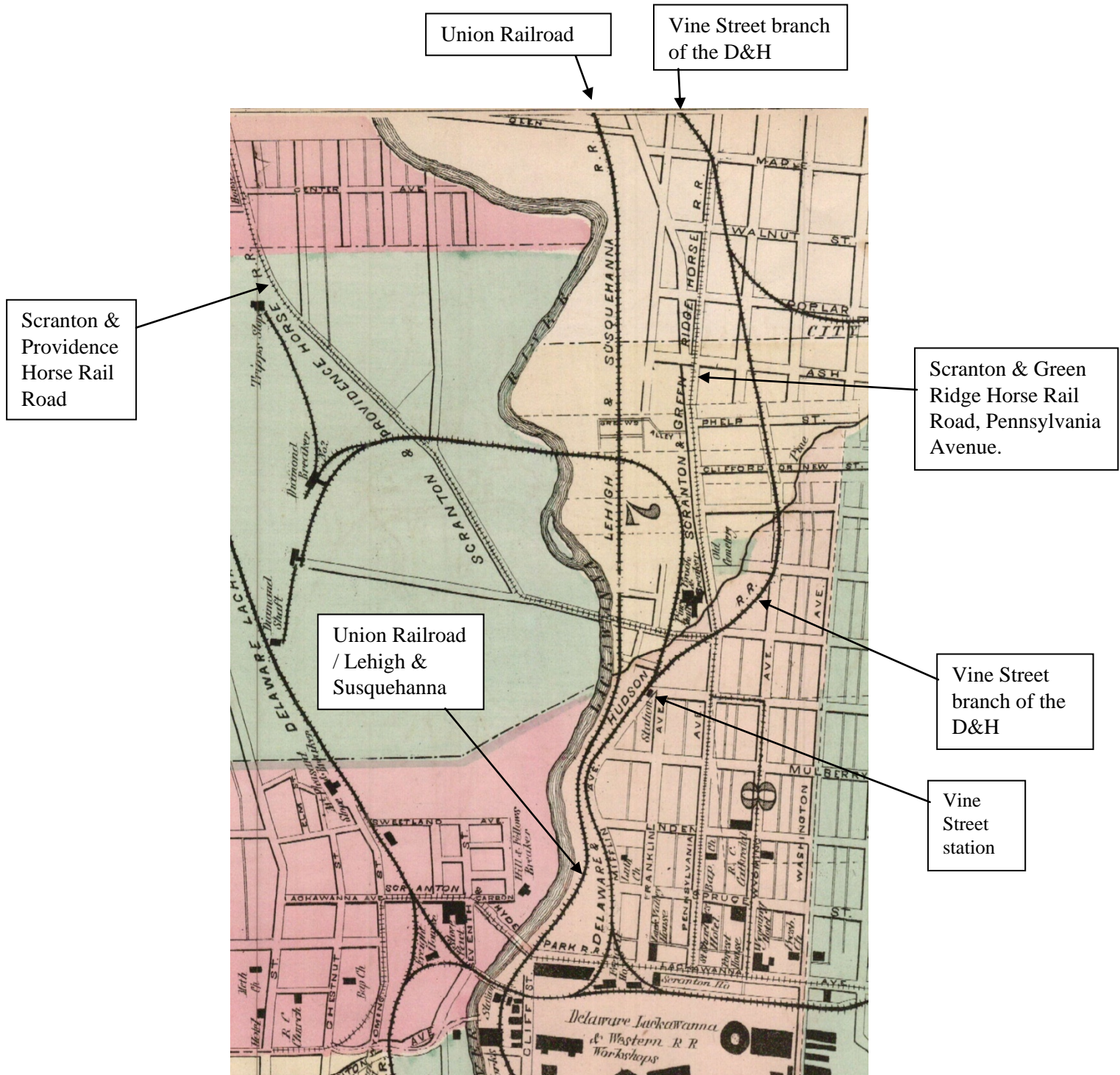


Vine Street branch of the D&H

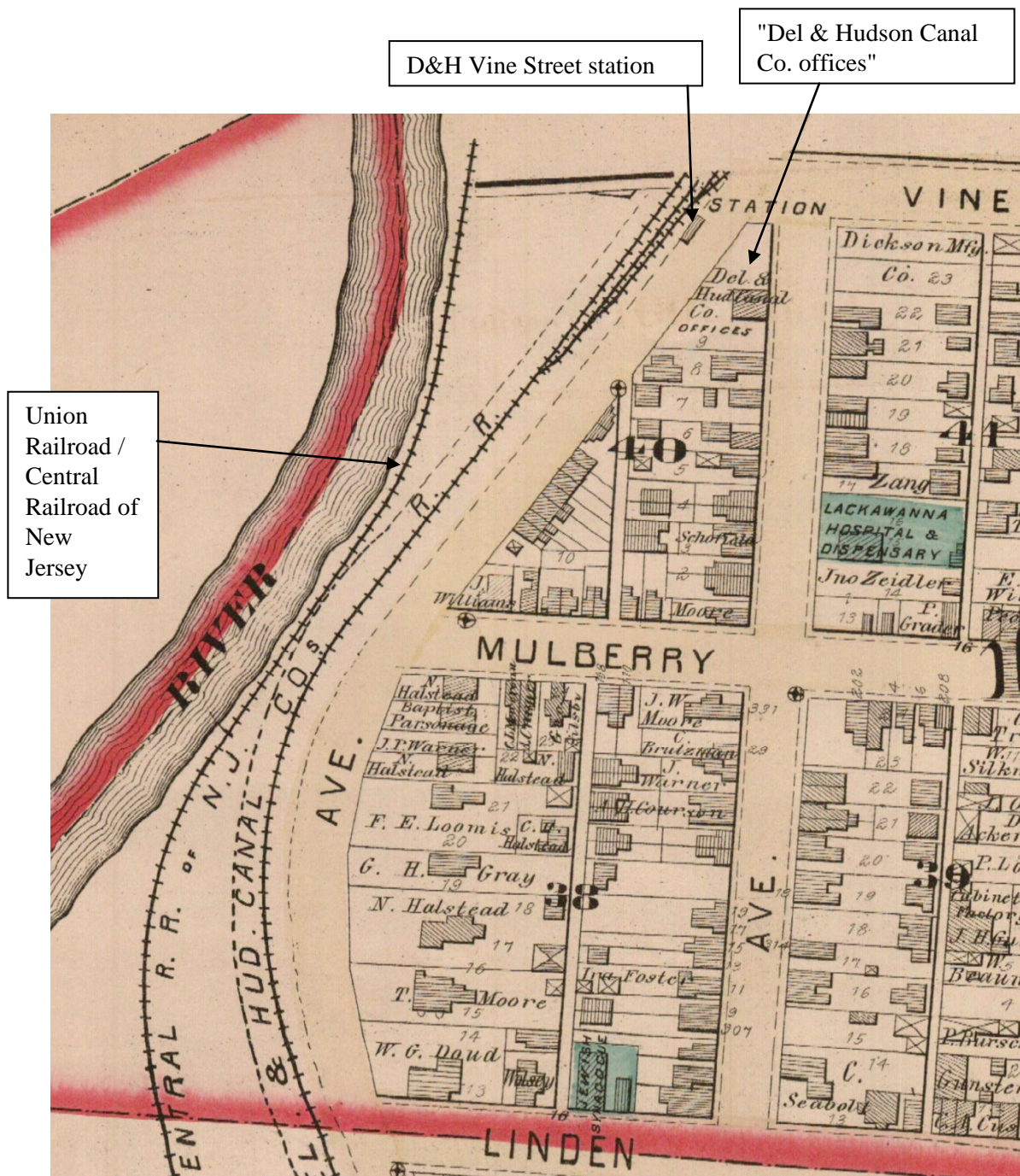
Depot of the Central Railroad of New Jersey

When the 1873 D. G. Beers Map of Providence and the City of Scranton was drawn, the exclusive right to carry passengers and merchandise between Union Junction and Green Ridge was held by the Central Railroad of New Jersey.

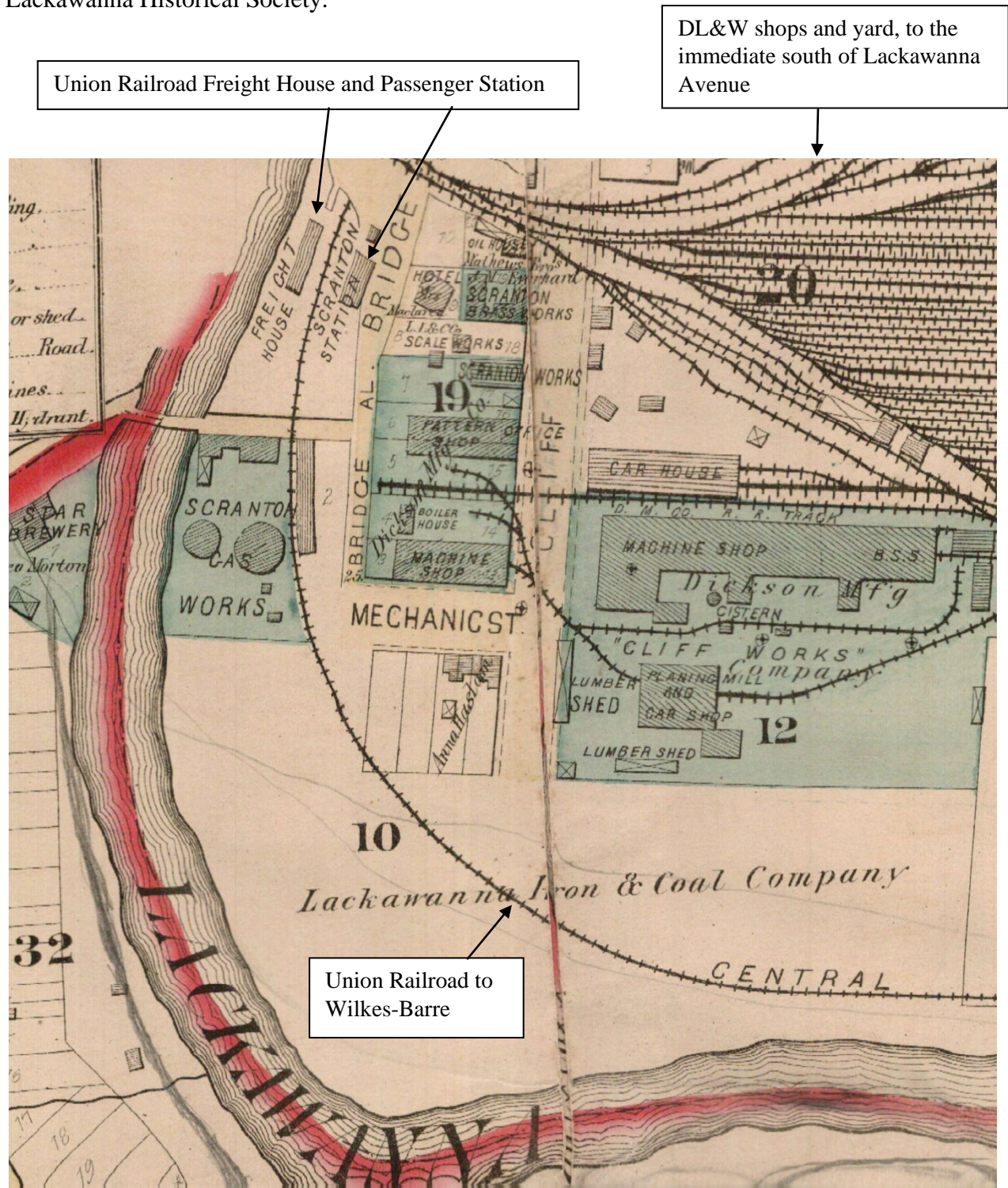
Here is the whole line of the Union Railroad from Green Ridge to below Lackawanna Avenue. This map detail is from *Atlas of Luzerne County Pennsylvania From Actual Surveys by and under the direction of D. G. Beers*. Published by A. Pomeroy & Co, Philadelphia, 1873. Map in the collection of the Lackawanna Historical Society.



Detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing the route of the Union Railroad through downtown Scranton. Map in the collection of the Lackawanna Historical Society.



Detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing the Union Railroad south of Lackawanna Avenue. Map in the collection of the Lackawanna Historical Society.



Vine Street Branch of the D&H

In 1863, the D&H rail line was extended south from Providence to Green Ridge and to Vine Street in downtown Scranton. Gravity- and standard-gauge tracks, all the way, from Providence to Vine Street.

The following notice was about the opening of the Vine Street branch was published in the *Carbondale Advance* of November 14, 1863:

“The passenger trains on the Del. & Hud. Canal Co.’s Railroad now run thro’ to the Scranton Railroad [DL&W], in the rear of the Dickson Manufacturing Co.’s Machine Shops. This is at the foot of Franklin Avenue, and about one half mile by the side walk, from the [DL&W] railroad depot. / The Passenger Cars are a great convenience and benefit to our [Carbondale] town, and the fact we know is generally appreciated.—Very few of our people, however, know how fully we are indebted for this blessing to C. P. WURTS, Esq., the Railroad Superintendent.” (*Carbondale Advance*, November 14, 1863, p. 2).

Beginning of Vine Street branch at Green Ridge:

Here is a detail of the Green Ridge area from the 1873 D. G. Beers *Maps of Providence and the City of Scranton*. The D&H Green Ridge yard area, shown on the map detail below, is bounded on the north by Green Ridge Avenue, on the south the Marion Avenue, on the west by Von Storch Avenue, on the east by Dickson Avenue.

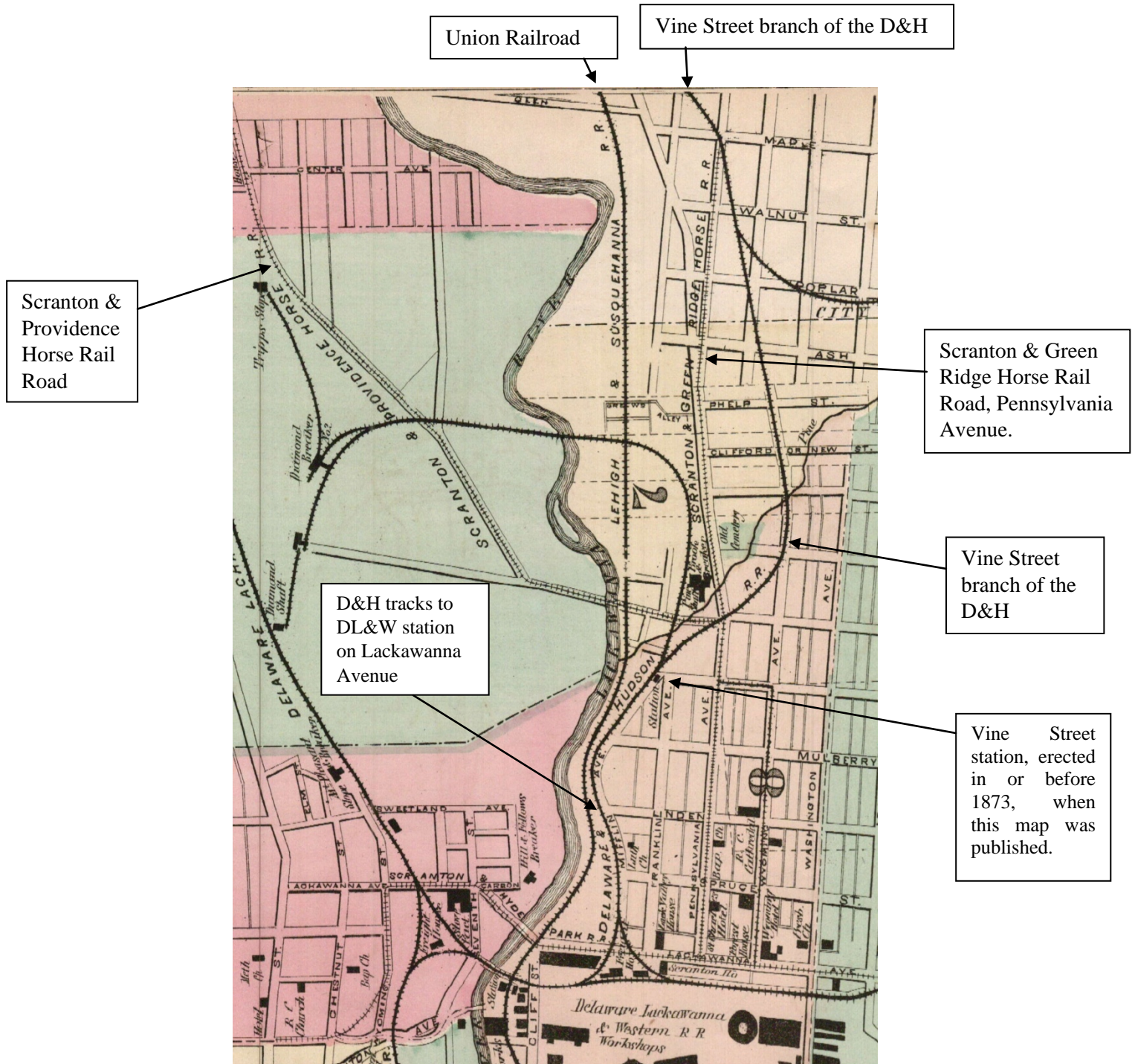


Vine Street branch
of the D&H

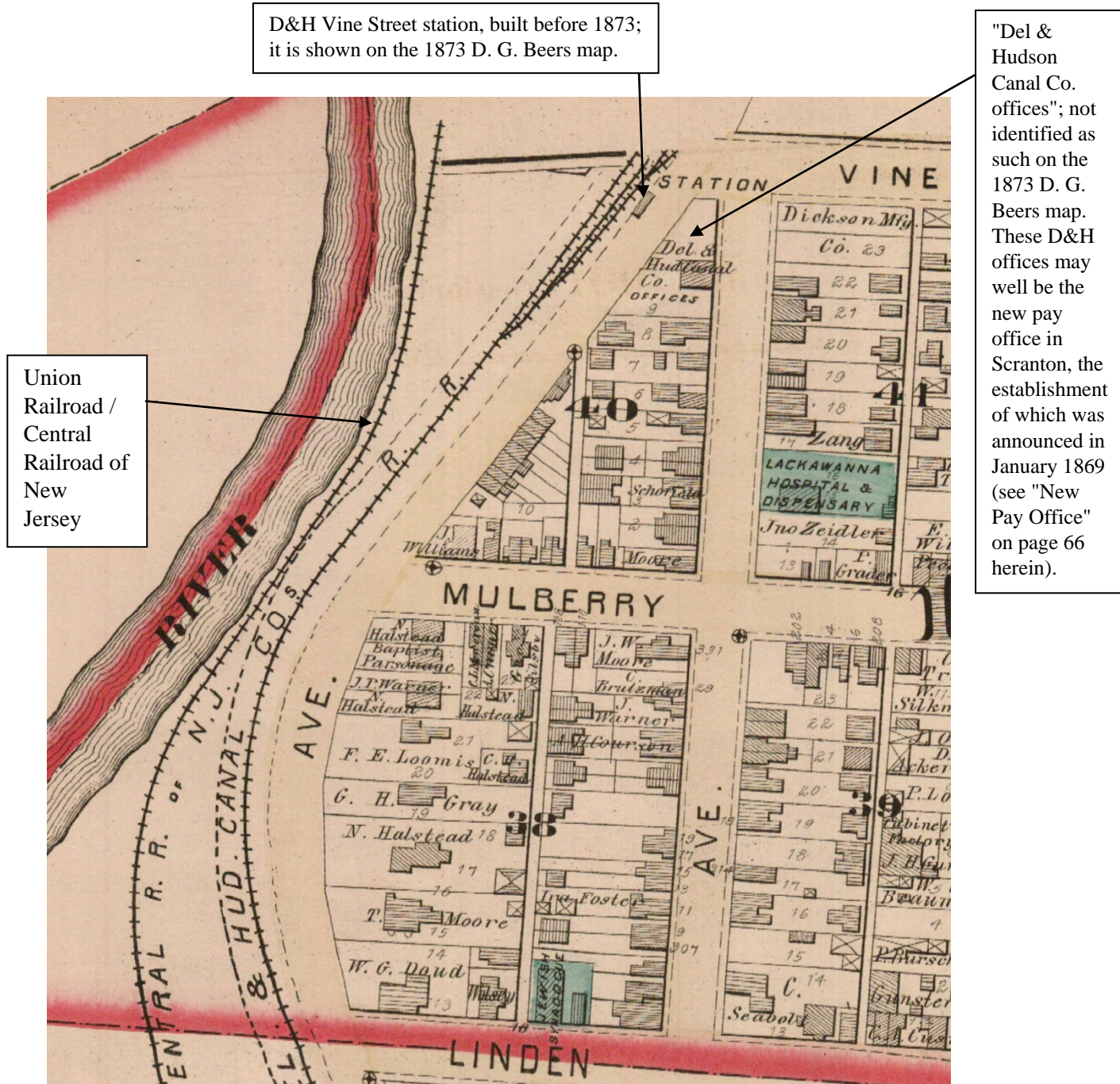
Rail line to Wilkes-Barre,
constructed in 1866-1867 by the
Union Railroad Company.

"In 1867, a round-house of twelve stalls, together with an iron turntable, was built at Green Ridge. Two of these stalls were fitted up for a locomotive repair shop and the company's engines were repaired there until 1876, when the increasing number of locomotives made it imperative that a larger shop, with improved machinery, be erected, and a locomotive shop (which has since been considerably enlarged) was built near the Carbondale upper roundhouse in that year." Valley Road summary

Shown below is a major portion on the Vine Street branch, as it heads south through Scranton to Vine Street. This map detail is from *Atlas of Luzerne County Pennsylvania From Actual Surveys by and under the direction of D. G. Beers*. Published by A. Pomeroy & Co, Philadelphia, 1873. Map in the collection of the Lackawanna Historical Society.



Detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing Vine Street station. Map in the collection of the Lackawanna Historical Society.



Map continues on the following page

This is a detailed historical map of the Lackawanna area, showing streets, buildings, and industrial sites. The map includes labels for 'LACKAWANNA', 'LINDEN', 'MIFFLIN', 'FRANKLIN', 'JACKSON', 'POT ALLEY', 'FREIGHT DEPOT', and 'D.L. & W.R.R.'. It also shows various streets like 'OAK ST.', 'ST. 26', 'ST. 25', 'ST. 24', 'ST. 23', 'ST. 22', 'ST. 21', 'ST. 20', 'ST. 19', 'ST. 18', 'ST. 17', 'ST. 16', 'ST. 15', 'ST. 14', 'ST. 13', 'ST. 12', 'ST. 11', 'ST. 10', 'ST. 9', 'ST. 8', 'ST. 7', 'ST. 6', 'ST. 5', 'ST. 4', 'ST. 3', 'ST. 2', 'ST. 1'. The map is oriented with North at the top.

D&H tracks
from Vine
Street to
DL&W depot
on Lackawanna
Avenue

Passenger Timetables Carbondale to Vine Street, 1864-1871

Given this extension of D&H tracks south of Providence to Vine Street in 1863, it will be interesting to examine some timetables for the Gravity Railroad /Valley Road for the period from 1863 (when the Vine Street branch was installed) up to 1871 (when the Valley Road from Carbondale to Scranton was completed and opened).

We will look at seven D&H timetables in effect for the period January 11, 1864—August 10, 1871:

Effective from:

1. January 11, 1864
2. January 18, 1865
3. May 29, 1865
4. November 11, 1867
5. May 11, 1868
6. July 17, 1871
7. August 10, 1871

Timetable No. 1, takes effect January 11, 1864

In January 1864, with Rollin Manville as D&H Superintendent, the D&H scheduled one freight train and two passenger trains on the D&H Gravity line between Carbondale and Scranton (and between Scranton and Carbondale), with the trains proceeding from Carbondale to Olyphant and return by means of the Gravity system, and from Olyphant to Scranton and return via the nascent D&H steam line (in which a third rail for Gravity cars was installed at a cost of \$53,000). These D&H passenger cars and freight cars were Gravity gauge and were moved from the foot of Plane No. 23 to Scranton and return by Gravity-gauge steam locomotives. For the trip North to Carbondale, these passenger and freight cars were inserted into the Gravity railroad's inclined planes and levels at the foot of Plane No. 23, and taken North.

Carbondale Advance, March 26, 1864, p. 1: two passenger and one freight train each way between Carbondale and Scranton:

DEL. & HUD. R. R. TIME TABLE. TAKES EFFECT JANUARY 11, 1864.

TRAINS MOVING SOUTH.			TRAINS MOVING NORTH.		
A. M.	A. M.	P. M.		A. M.	P. M.
FRT.	PASS.	PASS.		PASS.	FRT.
7 30	8 25	2 20	CARBONDALE,	11 40	2 30
7 55	8 35	2 40	Archbald,	11 10	2 00
			Peckville,		
9 15	9 15	3 10	Olyphant,	10 46	1 35
9 22	9 22	3 15	Dickson,	10 41	1 26
9 30	9 30	3 21	Providence,	10 35	1 20
9 36	9 36	3 26	SCRANTON,	10 30	1 00
			R. MANVILLE, Supt.		
			Carbondale, Jan. 11, 1864.		

"Scranton" here means the Vine Street (station there not yet built).

The "Dickson" stop on the west side of the Lackawanna River was formerly known as "Valley Junction."

Typo in the timetable. It should read "1864"

Rollin Manville is named Superintendent of the Delaware and Hudson Canal Company:

Rollin Manville, who had been in the service of the company at Honesdale, as assistant superintendent, moved his headquarters to Carbondale on January 1st, 1864, and took sole charge of the operations of the company's railroad department in Pennsylvania, with the title of superintendent."

In March 1865, still two passenger and one freight train each way between Carbondale and Scranton. The 7:30 A.M. freight train from Carbondale in 1864 became an afternoon train (3 P.M.) in 1865. Passenger trains: times remained unchanged.

DEL. & HUD. R. R. TIME TABLE.													
TAKES EFFECT JANUARY 18, 1865.													
TRAINS MOVING SOUTH.					TRAINS MOVING NORTH.								
P. M.	A. M.	P. M.			A. M.	A. M.	P. M.						
FRT.	PASS.	PASS.			PASS.	FRT.	PASS.						
3 00	8 15	2 20	CARBONDALE,		11 40	9 45	5 30						
3 25	8 35	2 40	Archbald,		11 10	9 15	5 00						
			Peckville,										
4 55	9 05	3 10	Olyphant,		10 46	8 50	3 36						
5 02	9 12	3 15	Dickson,		10 41	8 26	4 31						
5 10	9 20	3 21	Providence,		10 35	8 20	4 25						
5 20	9 26	3 26	SCRANTON,		10 30	8 00	4 20						
					R. MANYVILLE, Supt.								
Carbondale, Jan. 18. 1865.													

"Scranton"
here means
the Vine
Street.

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It is equally interesting to know that the D&H participated in the victory celebrations that took place in Carbondale when the Civil War came to an end. The announcement of the Union victory in the Civil War and the description of the victory ceremonies in Carbondale are given in the same issue and on the same page of the *Carbondale Advance*:

“THE VICTORIES. / Demonstrations of Joy in Carbondale. / According to previous arrangement, at three o’clock Tuesday afternoon, the Bells of all the Protestant churches in Carbondale were rung, and the whistles of the Del. & Hudson Canal Co. Engines were blown, [emphasis added] and 200 Guns were fired. The fantastics in motley garbs paraded the streets, etc. / In the early part of the evening a crowd of people assembled in front of the M. E. Church, where a Platform had been erected for the occasion, during the afternoon. At seven o’clock the meeting was organized by electing Mr. Henry B. Jadwin, Jr. Chairman, and H. P. Hathaway, Secretary. The Soldiers that have been stationed here during the winter were present, and their bayonets glistened in the bright lamplight, presenting a most imposing aspect. The Wyoming Annual Conference being in session in this City, an invitation was extended to that venerable body to furnish Speakers for the occasion, several kindly volunteered. The chairman called the meeting to order, by stating briefly the worthy object for which we were convened there, and introduced to the audience the Rev. G. M. Peck, former Pastor of the M. E. Congregation in this City. The speaker congratulated his hearers upon the happy occasion on which he was permitted to greet them again, alluding briefly to the great change in the prospects of the people of this country within a very short time, and the unmistakable signs of approaching peace. ‘It is befitting,’ he said, ‘that we should give thanks to God, who is bringing to so successful an issue the cause, in defense of which, the blood and treasure of the Nation had been poured out like water.’ He was followed by the Rev. Mr. Keys, the Rev. J. K. Peck, the Rev. Mr. Hillier, and the Rev. Mr. Wheeler. It would be superfluous for me to speak of the merits of the extempore efforts of these Rev. gentlemen, but suffice it to say that I never witnessed a more attentive audience for so long a time. / During the intervals of speaking we were entertained by the firing of rockets, and the discharge of Cannon on the Public Square. / After the speaking, the chairman called for three cheers for Abraham Lincoln, Gen. Grant, Gen. Sherman, Little Phil. Sheridan, and the Soldiers and Sailors of the American Union. / All then united in singing ‘Union Forever’ and the ‘Star Spangled Banner’ and then dispersed. Many of the principal residences were brilliantly illuminated. / Much credit is due to Mr. Henry B. Jadwin, for his efforts in collecting money with which to purchase fire-works, etc., for the able manner in which he conducted the exercises of the evening. / H. P. Hathaway, Sec.” (*Carbondale Advance*, April 15, 1865, p. 2)

Back to the D&H:

Timetable No. 3, takes effect May 29, 1865

In June, 1865, there were two passenger trains and one freight train each way between Carbondale and Scranton. The afternoon passenger train from Scranton now departed from Scranton at 4:40 P.M., which is 20 minutes later than in March 1865. "Scranton" here means "Vine Street."

Carbondale Advance, June 3, 1865

DEL. & HUD. E. R. TIME TABLE.									
TAKES EFFECT MAY 29, 1865.									
TRAINS MOVING SOUTH.					TRAINS MOVING NORTH.				
P. M.	A. M.	P. M.			A. M.	A. M.	P. M.		
FRT.	PASS.	PASS.			PASS.	FRT.	PASS.		
8 00	8 15	2 30	CARBONDALE,		11 40	9 45	5 50		
8 25	8 35	2 50	Archbald,		11 10	9 15	5 25		
			Peckville,						
4 55	9 05	3 20	Olyphant,		10 46	8 50	5 01		
5 02	9 12	3 25	Dickson,		10 41	8 20	4 56		
5 10	9 20	3 31	Providence,		10 35	8 20	4 50		
5 20	9 26	3 36	SCRANTON,		10 30	8 00	4 40		
					R. MANVILLE, Supt.				
Carbondale, May 27. 1865.									

Scranton,
here, means
Vine Street

Gravity passenger train in an accident on June 26, 1866, on its way back to Carbondale:

"ALMOST AN ACCIDENT.—There has been a wonderful exemption from accidents on our Passenger Train to Scranton, from the commencement several years ago. But on Tuesday last there was a pretty near approach to one. The morning Passenger Train when within about two miles of town [on Level 27] overtook a slow and badly running coal train upon a curve, and as there was no notice or warning, collided with considerable force. Several passengers were brought from their seats to the floor, and H. S. PIERCE, Esq., President of the First National Bank, and one lady passenger, received pretty severe wounds upon the head. / We are glad to learn that they were not in either case dangerous." (*Carbondale Advance*, June 30, 1866, p. 2)

1863-1866: Passengers to Scranton descended from the D&H passenger car at Vine Street. To access the DL&W depot on Lackawanna Avenue, they had to walk the three blocks from Vine Street to Lackawanna Avenue.

The horse cars in Scranton and Providence:

Before we take a look at the D&H timetable that took effect on November 11, 1867, it is important that we review here some data about the horse cars that started service in Scranton and Providence in 1867.

Scranton horse cars: The driver acted as the conductor. Ten cents was the fare. The cash box was at the driver's side and passengers were supposed to drop therein their coins or tokens. The cars, standard-gauge vehicles, were heated by stoves and lighted from kerosene lamps. At steep grades, an extra horse was stationed to help get the car up the hill. There were no transfers. The horse car lines in Scranton only penetrated the business centers of Hyde Park, Providence, Dunmore, and Green Ridge.

There were two horse car lines: (1) Scranton & Providence Passenger Railway, also known as the Sanderson Street Railway, became operational May 29, 1867; (2) People's Street Railway Company, became operational July 4, 1867. The Scranton depot of the Delaware, Lackawanna and Western Railroad was the terminus of both lines.

These two companies merged on May 11, 1868 to become the People's Street Railway Company of Luzerne County

1. Scranton & Providence Passenger Railway

The Scranton & Providence Passenger Railway was a horse car, also known as the "Sanderson Street Railway," which opened on May 29, 1867. It connected with the Delaware & Hudson Railroad at the 'Turn Tables' below Green Ridge, and took passengers direct to the Delaware, Lackawanna & Western Railroad depot from that point.

In the *Carbondale Advance* of November 30, 1867, p. 3, we read:

"Scranton & Providence Railway. / The Scranton & Providence Railway, familiarly known here as 'Sanderson Street Railway,' is now completed and formally opened to the public. / It connects with the Del. & Hud. R. R. at the 'Turn Tables' below Green Ridge, and takes Passengers direct to the Del., Lack. & W. R. R. Depot from that point. Connections with trains are thus pretty surely made that might otherwise be missed. A little experience will convince our neighbors that the 'Scranton Street Cars' are a very great convenience, and they will seldom omit transferring themselves to them at the 'Turn Tables.' " (*Carbondale Advance*, November 30, 1867, p. 3)

In *Throop* (pp. 259-60) we read the following about the Scranton and Providence Railroad:

Scranton and Providence Railroad (organized October 22, 1866). "Meanwhile, Mr. George Sanderson had purchased the Whaland farm at what is now Green Ridge, and had laid out that flourishing suburb. He at once perceived that the erection of the street railroad on the other side of the Lackawanna River would stimulate building there to the detriment of the plans that he had projected, and sought to counteract the effect by the erection of a road that would make his property quite as easy of access from the center of the city. Such a road was chartered as the Scranton and Providence Railroad, and was officered as follows: George Sanderson, president; George S. Kingsbury, secretary and treasurer, and Jacob Robinson, William Breck, William N. Monies, and George Sanderson, directors. The cars commenced running **May 29, 1867**. The Scranton depot of the Delaware, Lackawanna and Western Railroad was the terminus of both lines, and as each company was anxious to secure the exclusive right of way through Lackawanna Avenue, there was a lively legal contest. This was settled by Judge Conyngham, **May 11, 1868** [when the two companies merged, says *1880*]. The barn and stables were erected on Linden Street [near Washington avenue] in 1874." "The Sanderson road as the Scranton & Providence Passenger Railway Company line was known was really projected by Col. Sanderson to help in developing the Green Ridge section which he had just opened up for home sites. Its scheduled route was Lackawanna avenue to Penn avenue, out Penn to Mulberry, east on Mulberry to Wyoming, out Wyoming to a point about the present day Larch street where it connected with the D. & H. tracks, thence on that railroad for three quarters of a mile, where it branched off to the left and crossed the Lackawanna river near the Von Storch tract and thence to Providence. Col. F. L. Hitchcock, in his history of Scranton says that the road followed the above route only as far as Sanderson avenue and East Market street. Early maps of Scranton bear out this contention." (*Murphy*, Volume One, pp. 110-111)

2. People's Street Railway Company: March 22, 1865, a charter was granted to Ira Tripp, J. T. Fellows, D. R. Randall, Daniel Howell, J. B. Stark, A. B. Dunning, and W. W. Winton. The capital stock was \$35,000. "**People's Street Railway Company**, organized June 6 [Thomas Murphy, *Jubilee History of Lackawanna County, Pennsylvania*, Volume One, 1928, p. 110 says it was June 19], 1866, with James Blair, president; W. W. Winton, vice-president; Alfred Hand, secretary; and James Blair, H. B. Rockwell, T. F. Hunt, Ira Tripp and Daniel Howell directors. A survey of the line was made during the fall of that year, but the work of construction was not begun until the following spring, so that the first car passed over the road **July 4, 1867**, the occasion being the holding of Caledonian games at the old race course [Tripps Driving Park on Providence road]. In August of the same year, a contract was let for the construction of the line to Hyde Park, and on its completion a new era of development opened to that portion of the city." (*A Half Century in Scranton* by Benjamin H. Throop, M.D., Scranton, PA, 1895, pp. 258-59)

3. The Scranton & Providence Passenger R. R. Co. ultimately merged with the People's Street Railway Company to become the **People's Street Railway Company of Luzerne county** (9 ½ miles long; during the year ending October 31st, 1878, 235,163 passengers were carried over the road).

In the *Carbondale Advance* of May 16, 1868, p. 3, we read:

"STREET RAILWAY CONSOLIDATION.—The Scranton & Providence Passenger R. R. Co. and the People's Street Railway Company have had arrangements with a view to consolidate the corporate rights, franchises, and property of each into one company, under the name of the 'People's Street Railway Company of Luzerne County.' The terms of the merger will be submitted to the stockholders of each company at once, and are such as will undoubtedly meet the approbation of both. . . " (*Carbondale Advance*, May 16, 1868, p. 3)

Timetable No. 4, takes effect November 11, 1867

In 1868, two regular D&H passenger trains North and two South, plus an accommodation train were run daily between Carbondale and Scranton. "Junction" in the timetable given below (*Carbondale Advance*, January 25, 1868, p. 1) means "Green Ridge; Scranton here means the Delaware, Lackawanna & Western Depot on Lackawanna Avenue.

DELAWARE AND HUDSON RAIL-ROAD TIME TABLE.—On and after Nov. 11th, 1867, trains will run as follows :

MOVING SOUTHWARD.

	Pass'r A. M.	Pass'r. P. M.	Accom'n. P. M.
Leave—Carbondale	8.00	2.20	3.00
Archbald	8.20	2.40	3.25
Peckville.....			
Olyphant....	8.45	3.05	3.05
Dickson.....	8.57	3.15	3.15
Providence.....	9.05	3.20	3.25
→ Junction	9.10	3.25	3.30
Arrive Scranton	9.15	3.30	3.35

"Junction" here means Green Ridge. There one could get off the D&H car and onto a horse car for the trip to the DL&W station on Lackawanna Avenue.

"Scranton" here means the DL&W depot on Lackawanna Avenue

MOVING NORTHWARD.

	Accom'm.	Pass'r.	Pass'r
	A. M.	A. M.	P. M.
Leave—Scranton.....	8.00	10.10	4.40
Junction.....	8.10	10.15	4.45
Providence.....	8.19	10.20	4.50
Dickson.....	8.25	10.25	4.55
Olyphant.....	8.40	10.30	5.03
Peckville			
Archbald.....	9.00	11.00	5.35
Arrive Carbondale	9.30	11.30	6.00

R. MANVILLE, Sup't.

PASSENGERS ON THE DELAWARE & HUDSON R. R.

TO AND FROM SCRANTON OR PROVIDENCE.

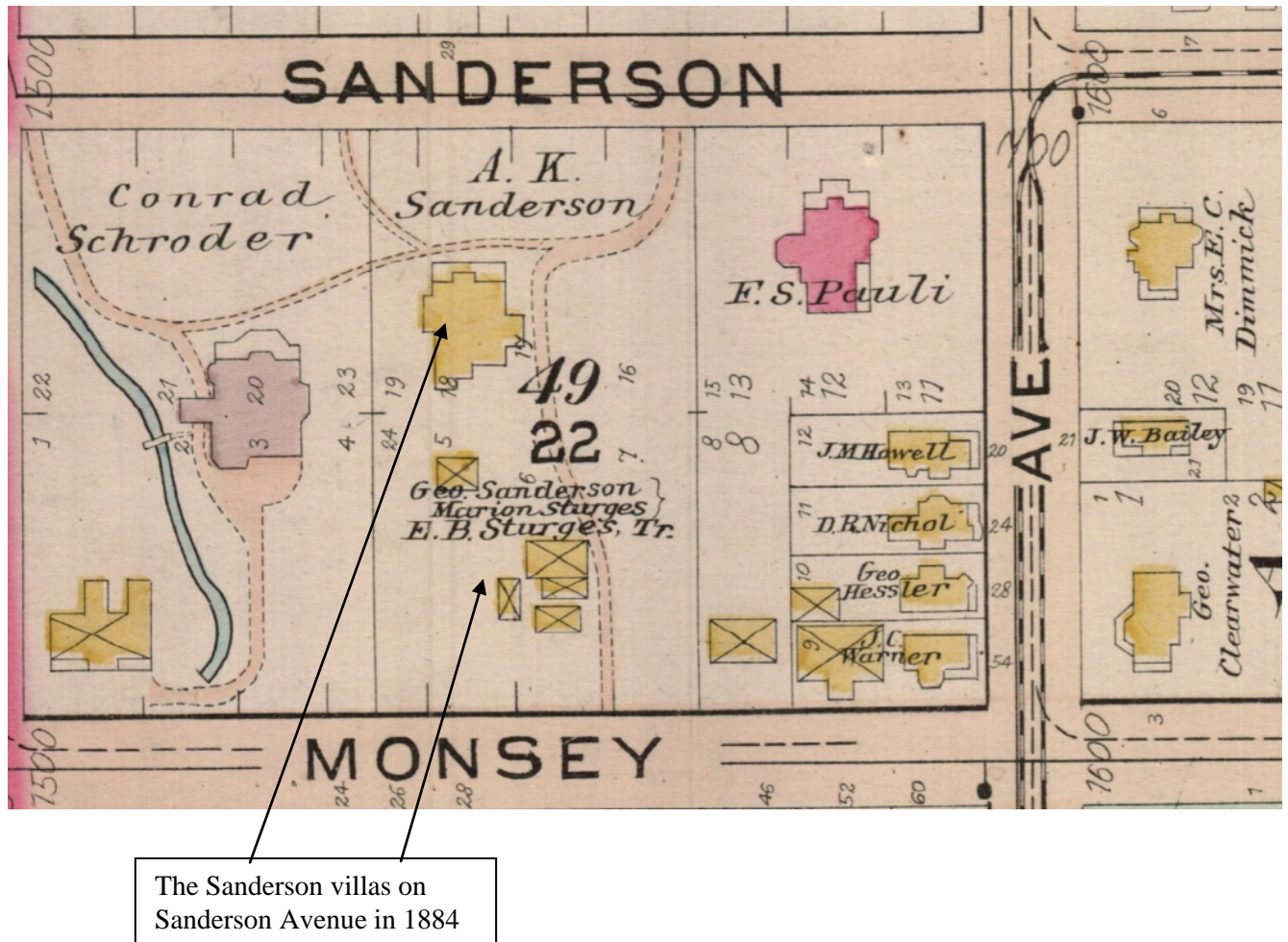
**The Cars of the Scranton & Providence
Passenger Railway,**

will always be on hand to take passengers to and from the Del. Lack. & Western Depot, with their baggage, also to and from Providence on their arrival at Green Ridge Station. Fare, 10 cents. Baggage extra.

GEO. SANDERSON, President.

In the period 1867-1868, the cars of the Scranton & Providence Railway connected with and ran on the Vine Street D&H tracks for three-quarters of a mile. The scheduled route of the Scranton & Providence Passenger Railway, as we noted above, was Lackawanna Avenue to Penn Avenue, out Penn to Mulberry, east on Mulberry to Wyoming, out Wyoming to a point about the present day Larch Street where it connected with the D. & H. tracks, thence on that railroad for three quarters of a mile, where it branched off to the left and crossed the Lackawanna river near the Von Storch tract and thence to Providence. D&H passengers traveling south who wished to go to the DL&W depot (the D&H tracks did not go there in 1867-68), therefore, transferred from a D&H passenger car at Green Ridge to a Scranton & Providence Railway car and traveled directly to the DL&W depot. At the same time, passengers from Lackawanna Avenue, for example, could travel north on the Scranton & Providence Railway to Green Ridge or Providence on Scranton & Providence Railway/D&H tracks.

Note, in the above ad, that George Sanderson was the president of the Scranton & Providence Passenger Railway. The Sanderson villas were among many on Sanderson Avenue in 1884 when the April 1884 *Sanborn Map of Scranton* was drawn. See the detail from that map given below.



More on George Sanderson:

Hon. George Sanderson [photo #175 in *Stoddard*, p. 69]: born in Boston, purchased in April 1855 the 220-acre Hitchcock farm in Scranton; moved with his family from Towanda to Scranton in the spring of 1856. He laid out streets, which resulted in opening Washington, Adams and Wyoming Avenues from Spruce to Vine; he purchased that part of Scranton now known as Green Ridge; he constructed the Green Ridge and Providence Street Railroad, and erected a model residence.

We learn more about George Sanderson in *J. A. Clark*, 1875, pp. 197-98:

" . . . he has succeeded in drawing about him a community whose tastes have converted the ridge into the only spot in the Lackawanna Valley which resembles rural Elysian Fields. His broad views enabled him to judge of suburban architectural effect and accordingly he mapped the tract in spacious lots, which any gentleman would recognize as sufficient for home purposes. The effect has already begun to tell upon the scenery in that quarter. / In the effort to make the spot a practicable dwelling place at his own expense, he has disbursed thousands of dollars in the construction of broad avenues and streets, and the building of necessary bridges. More than any other man who has ever lived in Scranton, has Hon. George Sanderson been a public benefactor in the creation of houses of artistic utility. " (*J. A. Clark*, 1875, pp. 197-98)

Timetable No. 5, takes effect May 11, 1868

The same options as in Timetable No. 5: D&H to Green Ridge, connect there, if desired, with the Scranton and Providence Passenger Railway.

From the timetable given below from the *Carbondale Advance*, August 29, 1868, p. 4, it is very clear that rail connections to destinations well beyond the Lackawanna Valley were among the options available to travelers from the upper Lackawanna Valley (Carbondale to Providence):

DELAWARE AND HUDSON R. R. TIME TABLE.

Takes Effect May 11th, 1868.

TRAINS MOVING SOUTH.

		Pass'r. A. M.	Pass'r. P. M.	Accom'n. P. M.
Leave	Carbondale,	6.30	1.00	2.50
	Archbald,	6.35	1.25	3.30
	Peckville,	—	—	—
	Olyphant,	7.15	1.45	4.20
	Dickson,	7.27	1.55	4.30
	Providence,	7.35	2.00	4.50
	Junction,	7.40	2.05	5.00
Arrive	Scranton,	7.45	2.10	5.10

"Junction" here means Green Ridge.

TRAINS MOVING NORTH.

		Accom'n. A. M.	Pass'r. A. M.	Pass'r. P. M.
Leave	Scranton,	7.10	9.00	4.00
	Junction,	7.20	9.05	4.05
	Providence,	7.30	9.10	4.10
	Dickson,	7.40	9.15	4.15
	Olyphant,	7.50	9.20	4.20
	Peckville,	—	—	—
	Archbald,	8.30	9.45	4.50
Arrive	Carbondale,	9.20	10.15	5.15

DL&W depot on Lackawanna Avenue

Destinations well beyond the Lackawanna Valley were among the options available to travelers from the upper Lackawanna Valley.

→ The 6.30 A. M. and 1.00 P. M. Trains connect with the Delaware, Lackawanna & Western R. R. for New York and the West, and Lehigh & Susquehanna R. R. at Green Ridge, and Lackawanna & Bloomsburg R. R. at Scranton, for Wilkes-Barre and points South.

Connecting Trains on Delaware, Lackawanna & Western R. R. wait 20 minutes, and the 4.00 P. M. Train waits for Delaware, Lackawanna & Western one hour, if the Trains on either Road are behind time
R. MANVILLE, Supt.

New D&H pay office to be opened in Scranton:

"**New Pay Office.** / The expanding and increasing business of the Del. & Hudson C. Co., and especially its extension down the valley have seemed to make a new pay office necessary, in that direction. It is stated that one is accordingly to be opened at Scranton. / This measure it is understood will produce some changes in the other offices. It is reported that Mr. Atherton, Paymaster at Providence, will have charge of the Scranton office, Mr. James H. Johnson, assistant Paymaster here [Carbondale], have charge of the Providence office, and L. Egerton Esq. remaining here." (*Carbondale Advance*, January 2, 1869, p. 3)

As we noted above, Scranton's two horse car lines, the Scranton & Providence Passenger Railway, and the People's Street Railway Company merged, on May 11, 1868, to become the People's Street Railway Company of Luzerne County. Following the merger, the Scranton horse cars continued to run over three-quarters of a mile of the D&H Vine Street branch tracks. This we learned from an article that was published in the *Scranton Republican* and reprinted in the *Carbondale Advance* of October 10, 1868.

"GREEN RIDGE.—Travel between town [Scranton] and Green Ridge has been suspended, as far as the street cars are concerned, the line having been withdrawn for the present. The contract allowing the People's line to run their cars over the Delaware & Hudson track expired, we think, on the 18th of last month [When was the contract entered into?], since which time they have been running on sufferance. The track has become impassible for horses, from the fact that the D. & H. is engaged in putting in new ties for the better accommodation of a third rail, [emphasis added] and they are doing it without filling in between the ties; hence the cars have been withdrawn. The embargo is not expected to continue more than two weeks as by that time the new line of the People's Company will be completed, when they will be independent of the D. & H. C. Co. It will be very inconvenient for the residents of that vicinity, but the interruption seems unavoidable and they must submit with the best grace they can.—*Scranton Republican.*" (*Carbondale Advance*, October 10, 1868, p. 3)

By the end of October 1868, then, the Scranton horse cars no longer ran over a portion of the D&H Vine Street tracks. D&H passengers traveling south, therefore, no longer had the option of a direct rail connection (the horse cars) to the DL&W depot on Lackawanna Avenue. What were the options of such passengers? They could descend from the D&H car at Green Ridge and walk to the new line of the People's Company (horse car) for the trip to Lackawanna Avenue, or, they could also stay on the D&H car and travel to Vine Street, and from there walk the three blocks to Lackawanna Avenue. Neither option was especially attractive, especially if one were traveling with luggage.

The solution to the problem would be a direct D&H rail line (Vine Street branch) from Vine Street to the DL&W depot on Lackawanna Avenue. The question to be answered is this: When was the D&H rail line installed between Vine Street and the DL&W depot on Lackawanna Avenue?

A possible clue as to the answer to that question is given in an article that was published in a Scranton newspaper in July, 1894, when the D&H Lackawanna Avenue station opened. Therein, it is stated (1) that the D&H Vine Street station was built in 1874, and (2) that in that same year the D&H entered into a contract with the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue.

Here is that article, titled "The New D. & H. Station" (published in a Scranton paper in July, 1894, probably on the 28th or the 29th):


“When placed in contrast with the present station of the company at Bridge street, the new building [on Lackawanna Avenue] is as a stately mansion compared with a rural habitation. The service at the Bridge street and Vine street stations, will be concluded at 12 o’clock to-night, and the first train to leave the new station will be the Saratoga express, which departs at 5 o’clock Monday morning; and thereafter the passenger service of both stations will be conducted from the new station, and no more D. & H. passenger trains will run into the D. L. & W. depot. At the old station on Bridge street a freight service will be continued from the new freight houses erected on the east bank of the river, and the present Vine street station will be used as a store house for the keeping of books and other company documents held in this city. The service at the Vine street station has been small from a passenger or freight standpoint, but the building was used as the Scranton office of the company, and general freight agent of the western and southern divisions, Mr. Thomas F. Torrey of New York, was stationed there while in this city. It was only in extreme cases, such as excursions or events begetting heavy travel that the station did any considerable passenger business. / The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers and a memorable history of the company was deposited in the corner stone of the building April 30, of that year. / [emphasis added]. THE BRIDGE STREET STATION. / The present Bridge Street station was built by the Union Railroad company of Wilkes-Barre, in 1866, and the railroad from Green Ridge to Wilkes-Barre a distance of nineteen and one-half miles was also built and operated by the latter company and afterward leased to the D. & H. The transfer of the road has not been formally made but the stock of the Union Railroad company is now all absorbed by the D. & H. Co., which virtually makes that portion of the railroad D. & H. property. The road was run through this city [Scranton] about one year after the destruction of the D. L. & W. trestle by fire, and the subsequent building of the present stone bridge. / TROUBLE WITH THE CITY. / When the company decided to erect a new passenger station [the one that opened in July 1894] near the Lackawanna avenue bridge during the incumbency of Mayor [John H.] Fellows [1890-1893], considerable litigation resulted between the city and company because of the latter’s alleged encroachment on a retaining wall built on city property. / The company was temporarily enjoined from erecting the building on the ground in dispute and subsequently the injunction was made permanent and the thirty inch space declared city property. / Apropos of this dispute and seemingly as a means of retaliation the company shortly afterward disputed the right of the Columbus Bridge company to place supports on its tracks while the eastern span of the Lackawanna avenue bridge was being constructed and one Sunday afternoon attempted to pull out the timbers placed on the track with an engine and car with connecting chain. This action resulted in the arrest of the engineer and some of the train hands, who were subsequently released on bail furnished by Mr. George L. Dickson, and the friction between the corporation and the city officials subsided after that incident. . .”

As interesting as the article is in a great many respects, it contains errors. Two errors that we have discovered are these: (1) the Vine Street station was not built in 1874. It was in place, no later than 1873 when the D. G. Beers map of Scranton was published in 1873 (see p. 48 herein); and (2) the D&H and the DL&W entered into an agreement for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue before 1874 (see Timetable No.7, given below, which took effect August 10, 1871, and which we will examine shortly).

The question still remains: When was the D&H rail line from Vine Street to the DL&W depot constructed? From the D. G. Beers map of 1873, we know that that extension of the Vine Street branch was in place no later than 1873. From Timetable No. 6, given below, we know that that extension was not in place on July 17, 1871. Let's have a look at that timetable.

Timetable No. 6, takes effect July 17, 1871. D&H steam-line, Carbondale to Vine Street, opened on July 4, 1871

Carbondale Advance, July 22, 1871, p. 2

DELAWARE AND HUDSON R. R.				
Takes Effect July 17th, 1871.				
TRAINS MOVING SOUTH.				
		Pass'r.	Pass'r.	Accom'n.
		A. M.	P. M.	P. M.
Leave	Carbondale,	8.00	12.15	8.00
	Gibsonburg,	8.18	12.29	—
	Archbald,	8.20	12.35	8.40
	Peckville,	8.23	12.43	—
	Olyphant,	8.35	12.50	4.30
	Dickson,	8.40	12.55	4.40
	Providence,	8.45	1.00	5.00
	Junction,	8.50	1.05	5.10
Arrive	Scranton,	8.55	1.10	5.20
TRAINS MOVING NORTH.				
		Accom'n.	Pass'r.	Pass'r.
		A. M.	A. M.	P. M.
Leave	Scranton,	7.00	10.20	4.10
	Green Ridge,	7.20	10.25	4.15
	Providence,	7.30	10.30	4.20
	Dickson,	7.40	10.35	4.25
	Olyphant,	7.50	10.40	4.30
	Peckville,	—	10.48	4.38
	Archbald,	8.30	10.56	4.46
	Gibsonburg,	—	11.05	4.55
Arrive	Carbondale,	9.20	11.20	5.10
<p> The Accommodation Train will run on the Gravity Road, as heretofore, until further notice.</p> <p>The 8.00 A. M. and 12.15 P. M. Train connects with the Del., Lack & Western R. R. for New York and the West, and Lehigh & Susquehanna R. R. at Green Ridge, and Lackawanna & Bloomsburg R. R. at Scranton, for Wilkes-Barre and points South.</p> <p>Connecting Trains on Delaware, Lackawanna & Western R. R. wait 20 minutes, and the 4.10 P. M. Train waits for Delaware, Lackawanna & Western 30 minutes, if the Trains on either Road are behind time.</p> <p style="text-align: right;">R. MANVILLE Supt.</p>				

"Junction" here means Green Ridge, and "Scranton" means Vine Street.

Both of these Gravity-gauge passenger trains ran on the D&H steam-line (the Valley Road) from Carbondale to Vine Street. The Accommodation Train ran on the Gravity Road.

These generous waiting times suggest that it was clear to all that D&H passengers who disembarked at Vine Street might require extra time to travel by foot from Vine Street to Lackawanna Avenue.

"The Accommodation Train will run on the Gravity Road, as heretofore, until further notice."

In this timetable we read "connects with." In the timetable given on the following page, we read "makes close connection at." The meaning is different.

The extension of the D&H tracks from Vine Street to the DL&W depot was not in place as of July 17, 1871, but it was in place on August 10, 1871, as the timetable given below makes very clear.

Timetable No. 7, takes effect August 10, 1871
Carbondale Advance, October 14, 1871, p. 3

DELAWARE AND HUDSON R. R.

Takes Effect August 10th, 1871.

TRAINS MOVING SOUTH.

	1. A. M.	3. P. M.	5. P. M.	7. P. M.
Carbondale,	8.00	12.00	2.50	3.20
Gibsonburg,	8.16	12.14	3.04	
Archbald,	8.25	12.22	3.12	4.00
Peckville,	8.35	12.30	*3.20	
Olyphant,	8.42	12.37	3.26	4.50
Dickson,	8.52	12.43	*3.32	5.00
Providence,	8.59	12.48	3.37	5.20
Green Ridge,	9.04	12.50	3.40	5.30
Scranton,	9.10	12.55	3.45	5.40
D. L. & W. Depot,	9.15	1.00	3.48	

TRAINS MOVING NORTH.

	2. A. M.	4. P. M.	6. P. M.	8. A. M.
D. L. & W. Depot,	10.00	1.35	5.00	
Scranton,	10.05	1.38	5.05	7.00
Green Ridge,	10.10	1.43	5.10	7.20
Providence,	10.13	1.45	5.15	7.30
Dickson,	10.18	*1.50	5.20	7.40
Olyphant,	10.23	1.55	5.23	7.50
Peckville,	10.30	*2.00	5.35	
Archbald,	10.33	2.03	5.45	8.30
Gibsonburg,	10.46	2.16	5.55	
Carbondale,	11.00	2.30	6.20	9.20

* Stop only on signal.

All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge. The Freight Train (Nos. 7 and 8) will run on the Gravity Road, as heretofore, untill further notice.

R. MANVILLE, Supt.

Gravity-gauge passenger cars were used by the D&H until August 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars, were obtained from the Rensselaer & Saratoga Railroad Company. These were the first D&H passenger cars to go all the way to the DL&W depot.

See the text on the following page titled: "Gravity-gauge and standard-gauge passenger cars on the D&H"

Freight trains were run on the Gravity Railroad; passenger trains were run on the Valley Road (the steam line from Carbondale to the DL&W depot on Lackawanna Avenue)

Providence to Green Ridge to Scranton (Vine Street) to the DL&W Depot.

"All Passenger Trains make close connections at the Depot [emphasis added] of the Delaware, Lackawanna & Western R. R. . ."

Vine Street to DL&W Depot

When were the D&H Vine Street branch tracks extended from Vine Street to the DL&W depot on Lackawanna? Answer: after July 17, 1871 and before August 10, 1871. The first cars were run over the line on August 10, 1871.

The event that surely triggered the extension of those tracks was an event of great importance in the history of the D&H that took place on July 4, 1871: the Valley Road, the standard-gauge D&H steam line between Carbondale and Scranton opened. In **"The Delaware and Hudson Railroad. It Employs 1,200 men in Carbondale and Disburses over \$00 Annually"** (which we refer to herein as "1890s Summary") we read: "Three gauges were originally laid on the locomotive road [the D&H Valley Road], the Gravity gauge, the standard, or 4 ft. 8 1/2 in gauge and the 6-foot gauge, the latter to accommodate Albany & Susquehanna, Erie, and D. L. & W. cars."

Gravity-gauge and standard-gauge passenger cars on the D&H:

Up to the time when the D&H tracks were extended to the DL&W depot on Lackawanna Avenue in August 1871, all D&H passenger vehicles were Gravity gauge. At that time the first standard-gauge D&H passenger coaches were introduced. In the "1890s Summary" we read:

"Gravity passenger cars were used for passenger service until August, 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars were obtained from the Rensselaer & Saratoga Railroad Company. The Albany & Susquehanna Railroad was six-foot gauge, and, in order to get these cars to Carbondale, they were transported to Canandaigua via Lackawanna & Bloomsburg, thence to Carbondale over the Delaware & Hudson's own tracks. The passenger train was then made up of these two cars and a box car, with a door in each end, served as a baggage car. /The 'R. Manville,' engine No. 10, was the first standard-gauge engine assigned to passenger service and I. J. Wint, who had until then hauled the passenger train with the 'C. P. Wurts,' [a Gravity-gauge locomotive] ran the 'R. Manville' until November, when she was put into the shop at Green Ridge for general repairs, and Engineer Benscoter, who was transferred to Carbondale in October, was given the passenger run with engine No. 7. When the 'R. Manville' came out of the shop, in the spring of '72, Engineer Benscoter was placed in charge of her, and has run her ever since, except at intervals when she has been laid up for repairs. No. 10 has been rebuilt once, and it is now one of the best passenger engines owned by the company. / One of the Rensselaer & Saratoga cars, referred to above, is now in use on the construction train, and is marked 'Construction Car No. 1. Coach No. 3 was sent here from the R. & S. road in December, 1871. Baggage car No. 4 was sent to Carbondale in the spring of 1872. These cars are still in use on the Pennsylvania division." (1890s Summary)

We will have a lot more to say in subsequent pages in this volume about the building of the line from Carbondale to Valley Junction.

When was the Vine Street station erected and when did the D&H enter into a contact with the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue? I shouldn't wonder if the answer to both those questions is 1871. The first D&H passengers were received at the DL&W depot on August 10, 1871. They would not have been received there if a contractual agreement between the D&H and the DL&W had not been in place at the time.

The Vine Street station: In preparation for a defining moment in the history of the D&H, the opening of the Valley Road from Carbondale to Lackawanna Avenue in downtown Scranton, the D&H surely recognized the customer-service and financial importance of presenting both a comprehensive and a first-class venue for passengers traveling on the Valley Road to Scranton. An important part of that customer-service/image presentation would, without doubt, have been first-class passenger vehicles and legitimate stations, with amenities for passengers, along the entire route. Not to have a passenger depot of its own in downtown Scranton would have been unthinkable for the D&H. As such, I shouldn't wonder if the Vine Street station was erected in 1871, when the D&H tracks were extended from Vine Street to Lackawanna Avenue.

In the article on the opening of the D&H Lackawanna Avenue station in 1894 (see p. 61), we read: "The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers. . ." As we have demonstrated above (using the D. G. Beers 1873 map and D&H timetables published in Carbondale newspapers), the year "1874" in that article is incorrect. How did that error get into print? It's anyone's guess. Did the journalist or the newspaper typesetter mis-read 1871 for 1874? We'll never know the answer to that question. We do know, to be sure, that the D&H were excellent record keepers and the correct date was surely recorded in whatever records the journalist in question was looking at when he wrote the article.

The agreement between the D&H and the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue remained in effect from August 10, 1871 to 1894, when the D&H depot on Lackawanna Avenue in Scranton opened, and passengers from the upper Lackawanna Valley could travel directly, in D&H passenger cars on D&H tracks, to Lackawanna Avenue.

Most interestingly, the first and the last conductor on these D&H passenger trains at the DL&W station, in 1871 and 1894, respectively, was Elliott Skeels. This we know from the article on the new D&H Depot on Lackawanna Avenue that was published in a Carbondale paper—probably the *Leader*—on Tuesday, July 31, 1894:

“NEW D. & H. DEPOT . . . The efficient and genial railroad official Elliott Skeels was the conductor of the first Delaware and Hudson passenger train to arrive at the Delaware, Lackawanna & Western station in Scranton [in 1871]. He was also conductor of the last [D&H]

train to leave there [in 1894]. This was at 9:30 Saturday evening and Mr. Skeels' farewell to the station employees at that point was said to be an affecting one. The arrival and departure of the Delaware & Hudson trains from the Delaware, Lackawanna & Western station was no little factor in the life of that place. The trains were so numerous that they gave an animation to the station, the loss of which will now be quickly noticed. It will be remembered that a few years ago the number of trains between this city [Carbondale] and Scranton was doubled. This occasioned much more work among the employees at the latter station and some little grumbling. The trains all had to go around the Y [wye] at Lackawanna avenue and the feelings of the station employees at that time were best expressed by a baggage man who said 'It's nothing but those Carbondale trains going around here now.' "

Here is a detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing the final section of the D&H tracks of the Vine Street branch to the DL&W depot on Lackawanna Avenue. Map in the collection of the Lackawanna Historical Society.

Detail from the *City Atlas of the City of Scranton, Pennsylvania*. G.M. Hopkins, Philadelphia, 1877, map in the collection of the Lackawanna Historical Society, showing continuation of D&H rail line from Vine Street station to DL&W station on Lackawanna Avenue.

D&H line from Vine Street to DL&W station

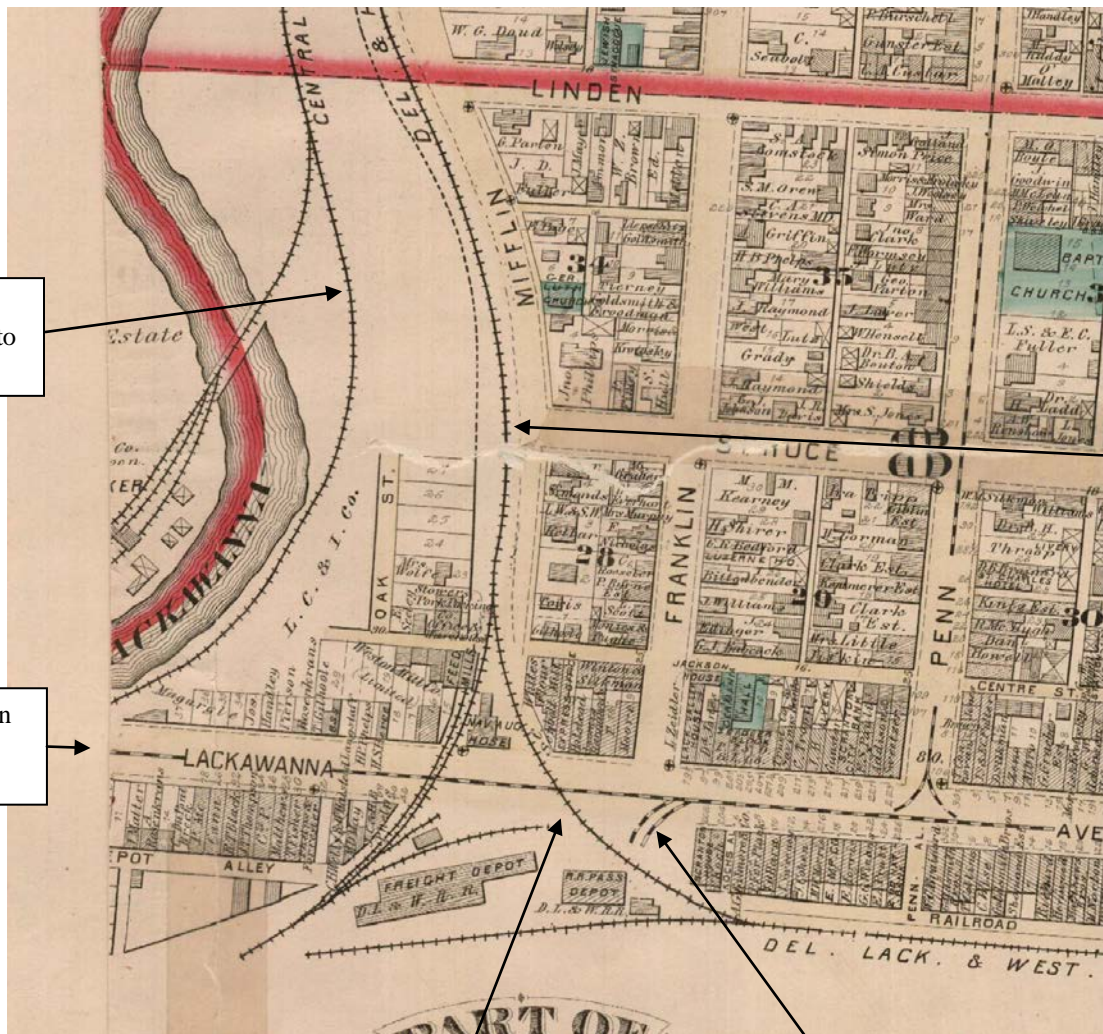
Line from Green Ridge to Wilkes-Barre

Horse car line on Lackawanna Avenue

D&H tracks from Vine Street to DL&W depot on Lackawanna Avenue. The D&H steam engine and passenger cars were brought down and taken through the wye, with a stop at the passenger depot. With the engine thus turned around, the D&H train then began its journey north to Carbondale.

Wye at DL&W station for turning around D&H trains from Vine Street branch; see Railroad Note on page 75.

Horse car lines direct to the DL&W depot



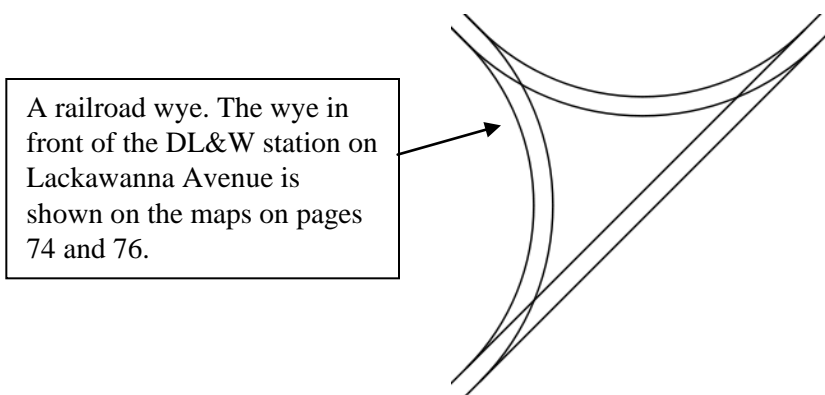
The arrival and departure of D&H trains at the DL&W station: the D&H trains all had to go around the wye at Lackawanna Avenue.

Railroad note:

A wye or triangular junction is a triangular shaped arrangement of rail tracks with a switch or set of points at each corner. In mainline railroads, this can be used at a rail junction, where two rail lines join, in order to allow trains to pass from one line to the other line.

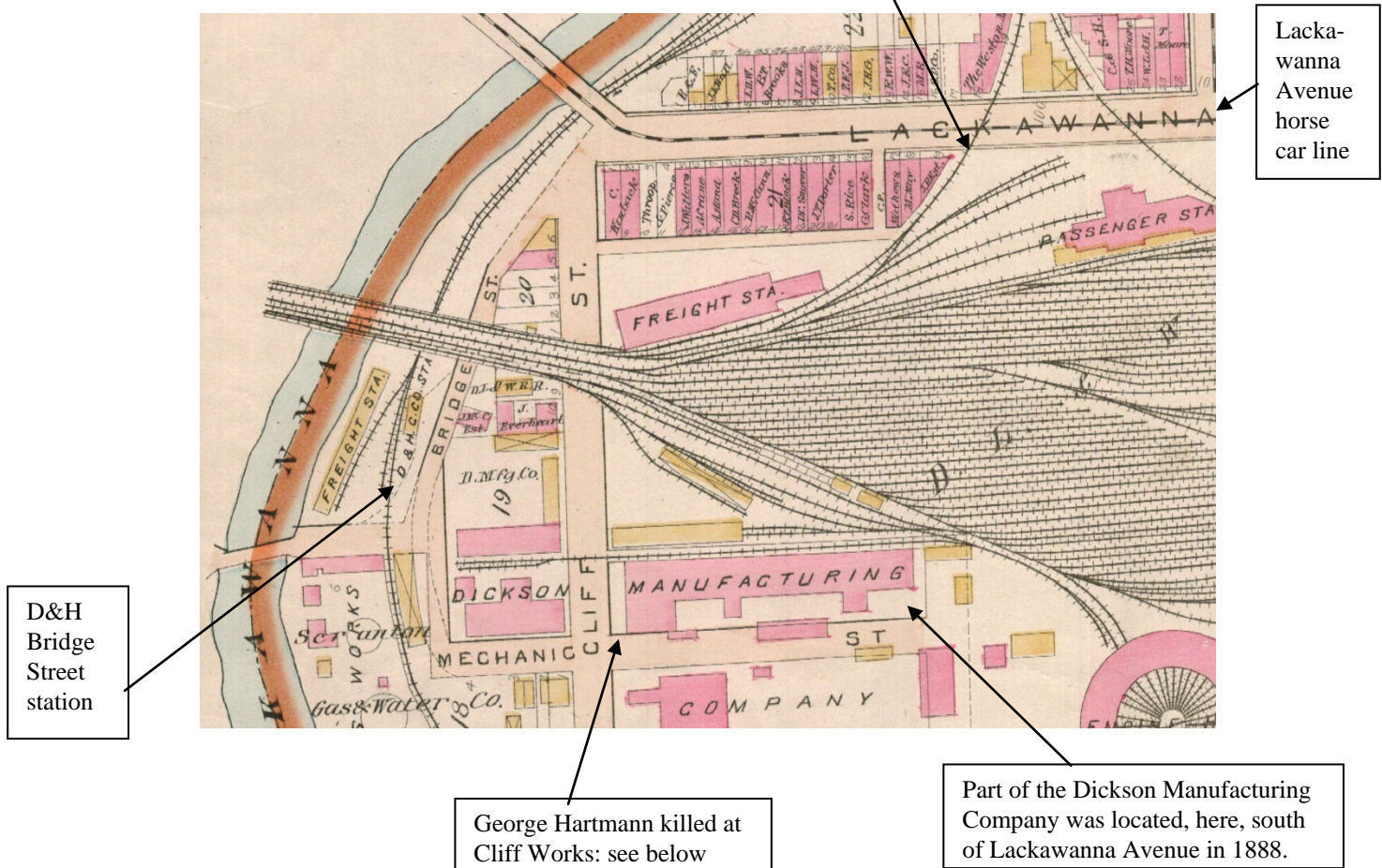
Wyes can also be used for turning railway equipment. By performing the railway equivalent of a three-point turn, the direction of a locomotive or railway vehicle can be swapped around, leaving it facing in the direction from which it came. Where a wye is built specifically for turning purposes, one or more of the tracks making up the junction will typically be a stub siding.

Tram or streetcar tracks also make use of triangular junctions and sometimes have a short triangle or wye stubs to turn the car at the end of the line.



Given below is a detail of the *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888, showing a larger view of the wye in front of the DL&W depot in Scranton.

The wye in front of the DL&W station on Lackawanna Avenue. It was here that engines on the D&H's Vine Street branch were turned around for the return trip north to Green Ridge and all points North.



George Hartmann was killed in a terrible accident at the Cliff Works of the Dickson Manufacturing Company in 1869.¹

"FEARFUL DEATH. / Yesterday, just before noon, as Mr. George Hartmann, a machinist in the employ of the Dickson Manufacturing Co, at the Cliff Works, was engaged on a ladder in adjusting a belt upon a pully on the line shaft, his hand or clothing caught in the shafting, and in

a moment he was carried bodily around the shaft, like a coil of rope, and before the machinery could be stopped, he had received dreadful injuries. His right arm was torn off at the elbow and the flesh stripped from the upper arm; his left arm was nearly torn from the socket; his thigh fractured, and he received severe internal injuries, from the effect of which he died about 4 o'clock. The wonder is that he lived a moment after the machinery stopped. He leaves a wife, and a family of nine dependent children. He had wrought at the Cliff Works for four or five years. Dr. Squires attended him." (*Carbondale Advance*, December 4, 1869, p. 3)

More on the Dickson Manufacturing Company:

Officers and directors of the Dickson Manufacturing Company in 1882:

"Dickson Manufacturing Company. / At the annual meeting of the stockholders of the Dickson Manufacturing Company, held at their office in Scranton, on Wednesday, May 31st, Hon. Lewis Pughe, was called to the chair, and Wm. H. Perkins appointed Secretary. The following directors were elected for the ensuing year: / Thomas Dickson, J. J. Albright, George L. Dickson, J. C. Platt, W. W. Manness, W. W. Scranton, William Connell, James P. Dickson, W. R. Storrs, H. M. Boies, B. G. Clark. The Board then organized by the election of Col. H. M. Boies, President; James P. Dickson, Vice-President, and Wm. H. Perkins, Secretary and Treasurer. Mr. George L. Dickson, the retiring president, made a good report of the business for the past year, showing it to be one of the most prosperous establishments in the country. It has from its first organization been managed with great skill and judgment." (*Carbondale Advance*, June 3, 1882, p. 3)

Dickson Manufacturing Company ad in the *Carbondale Advance*, September 22, 1883, p. 1

DICKSON MANUF'G CO.,
SCRANTON, PA., Manufacturers of En-
gines Boilers and Machinery of every de-
scription, and dealers in all kinds of Hard-
ware, Nails, Iron and Steel, Gas Pipe, Steam
and Water Fittings, and Engine Furnishings
generally. Also manufacturer of Stoves,
Tin and Sheet Iron Ware.

James P. Dickson elected president of the Dickson Manufacturing Company in 1886:

“THE DICKSON MANUFACTURING CO. / A Radical Change in the Management, Which Promises a Return to Prosperity. / The annual election of the Dickson Manufacturing Company was held Wednesday afternoon. For some time past rumors have been afloat on the street that a change of management was imminent. The reasons given were that under the present administration a heavy outlay had been incurred for improvements with no corresponding results. The expenses of the concern had been increased by the addition of high priced officials, and the long looked for contracts were not forthcoming. Under these circumstances, the result of yesterday’s election was looked forward to with some interest, not only by many who were concerned in the institution in the way of dividends, but also by all our citizens who looked to see so great a corporation engaged in works that should actively employ a very large force of men. The rumors pointed to George L. Dickson or his nephew, James P. Dickson, as the successor of Colonel H. M. Boies. G. L. Dickson, however, positively declined to again accept the office which he had filled for so many years with credit to himself and with entire satisfaction to the stockholders. James P. Dickson was elected president. He is thoroughly familiar with the needs and capacities of the company, having been for years in charge of the Wilkes-Barre department, and having a fondness for machinery which amounts almost to a mania. The company should prosper under his management.—*Scranton Republican*.” (Carbondale Leader, June 11, 1886, p.4)

From 1871 to 1894, D&H passengers were received at the DL&W depot on Lackawanna Avenue in Scranton. In 1894, the D&H opened its own station on Lackawanna Avenue. Here is an article, titled “The New D. & H. Station,” that was published in a Scranton paper in July, 1894, (probably on the 28th or the 29th) at the time the 1894 D&H station opened:

“When placed in contrast with the present station of the company at Bridge street, the new building [on Lackawanna Avenue] is as a stately mansion compared with a rural habitation. The service at the Bridge street and Vine street stations, will be concluded at 12 o’clock to-night, and the first train to leave the new station will be the Saratoga express, which departs at 5 o’clock Monday morning; and thereafter the passenger service of both stations will be conducted from the new station, and no more D. & H. passenger trains will run into the D. L. & W. depot. At the old station on Bridge street a freight service will be continued from the new freight houses erected on the east bank of the river, and the present Vine street station will be used as a store house for the keeping of books and other company documents held in this city. The service at the Vine street station has been small from a passenger or freight standpoint, but the building was used as the Scranton office of the company, and general freight agent of the western and southern divisions, Mr. Thomas F. Torrey of New York, was stationed there while in this city. It was only in extreme cases, such as excursions or events begetting heavy travel that the station

did any considerable passenger business. / The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers and a memorable history of the company was deposited in the corner stone of the building April 30, of that year. / THE BRIDGE STREET STATION. / The present Bridge Street station was built by the Union Railroad company of Wilkes-Barre, in 1866, and the railroad from Green Ridge to Wilkes-Barre a distance of nineteen and one-half miles was also built and operated by the latter company and afterward leased to the D. & H. The transfer of the road has not been formally made but the stock of the Union Railroad company is now all absorbed by the D. & H. Co., which virtually makes that portion of the railroad D. & H. property. The road was run through this city [Scranton] about one year after the destruction of the D. L. & W. trestle by fire, and the subsequent building of the present stone bridge. / TROUBLE WITH THE CITY. / When the company decided to erect a new passenger station [the one that opened in July 1894] near the Lackawanna avenue bridge during the incumbency of Mayor [John H.] Fellows [1890-1893], considerable litigation resulted between the city and company because of the latter's alleged encroachment on a retaining wall built on city property. / The company was temporarily enjoined from erecting the building on the ground in dispute and subsequently the injunction was made permanent and the thirty inch space declared city property. / Apropos of this dispute and seemingly as a means of retaliation the company shortly afterward disputed the right of the Columbus Bridge company to place supports on its tracks while the eastern span of the Lackawanna avenue bridge was being constructed and one Sunday afternoon attempted to pull out the timbers placed on the track with an engine and car with connecting chain. This action resulted in the arrest of the engineer and some of the train hands, who were subsequently released on bail furnished by Mr. George L. Dickson, and the friction between the corporation and the city officials subsided after that incident. . .”

1010

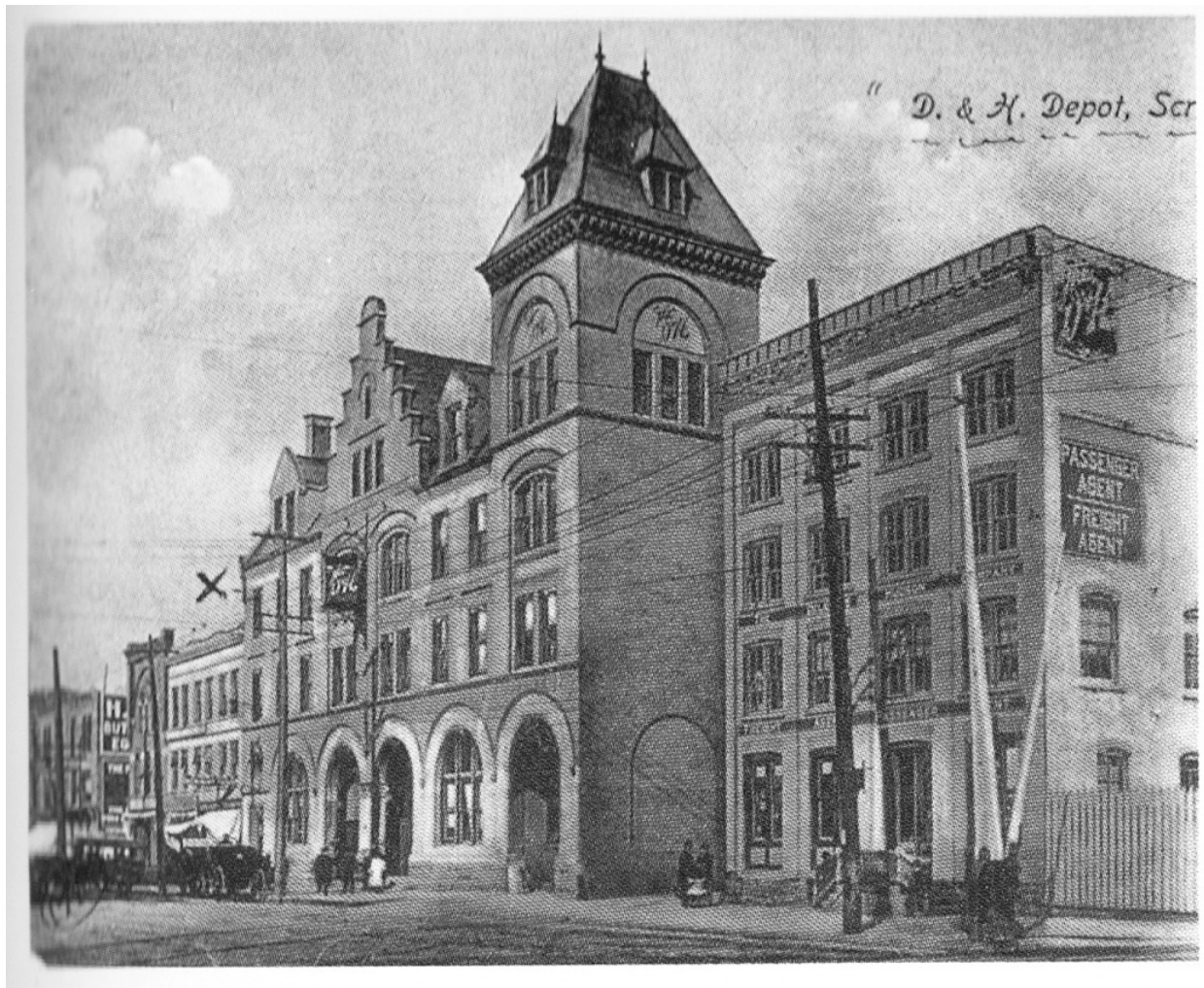
D&H Station on Lackawanna Avenue, Scranton

The 1894 D&H station is described as follows in *Scenes Along The Rails*. Volume I: The Anthracite Region of Pennsylvania. Part 1, by John W. Hudson, II and Suzanne C. Hudson. (Depot Square Publishing, Loveland, Ohio, 1996, p. 29):

The Delaware & Hudson Company station stood on Lackawanna Avenue in downtown Scranton, directly across the street from the original Delaware, Lackawanna & Western Railroad depot. The D&H station was located at the end of a short spur that climbed west up the side of the Lackawanna River ravine on the north side of the business district. This four-story building, shown in 1908, was quite impressive but so were most of the depots in the city of Scranton. The structure featured arched windows and doorways on the ground floor, a Flemish-inspired gable, and a two-story tower. The scripted D&H logo adorns the tower as well as a sign mounted on the

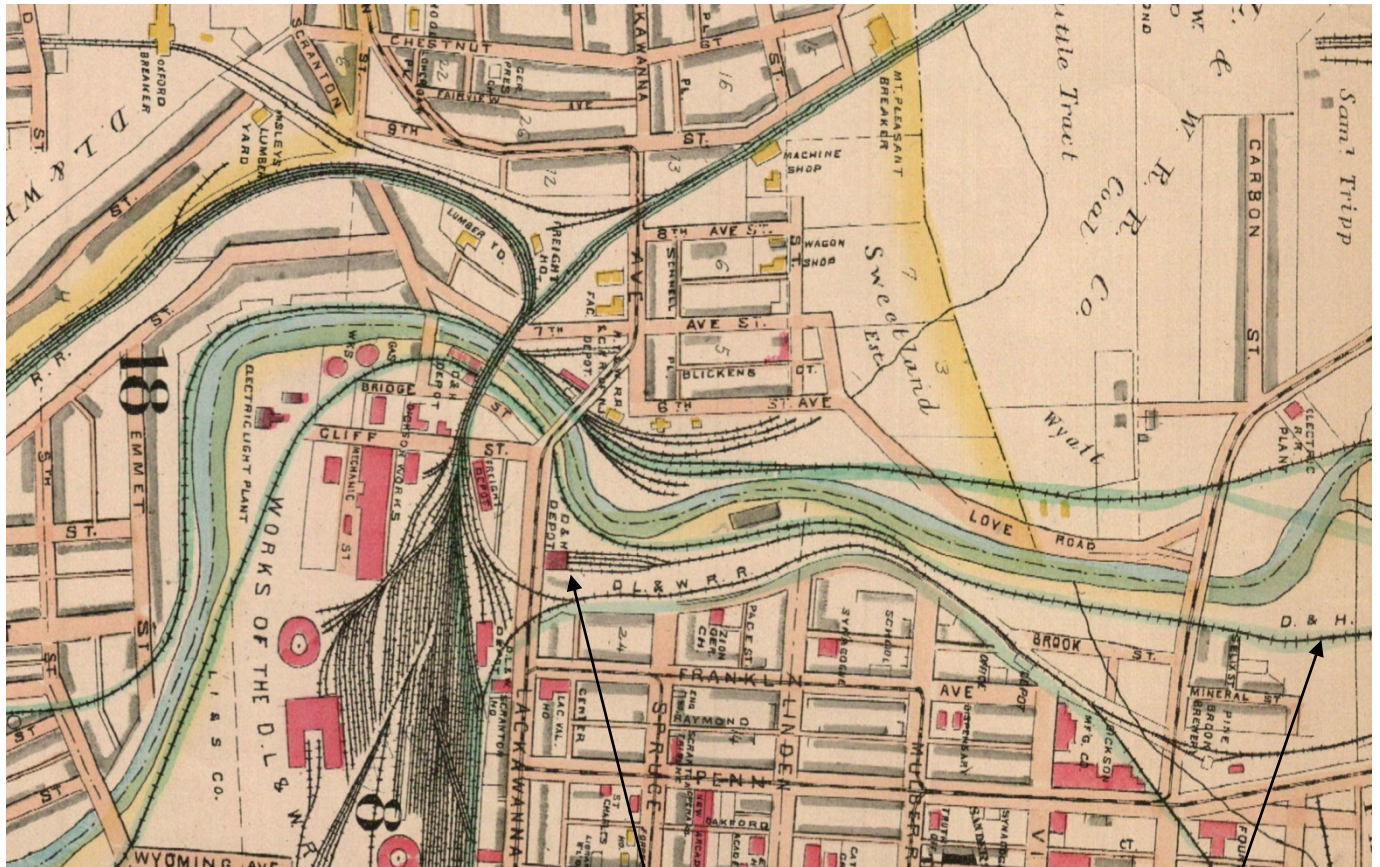
front of the station. The passenger and freight agents occupied the adjacent office building. / The Delaware & Hudson serviced many of the leading corporations in Scranton. Among them were: The Paragon Plaster & Supply Company, the Scranton Button Company, The Wrought Iron Company of America, The anthracite Bridge Company of South Scranton, the Schoonover Glass Company, the Scranton Lace Company, and the Sauquoit Silk Manufacturing Company.

Here is the photo of the D&H station that accompanies that description:



The first train to depart from this new D&H station on Lackawanna Avenue was the Saratoga Express, which departed at 5 A.M. on Monday, September 30, 1894.

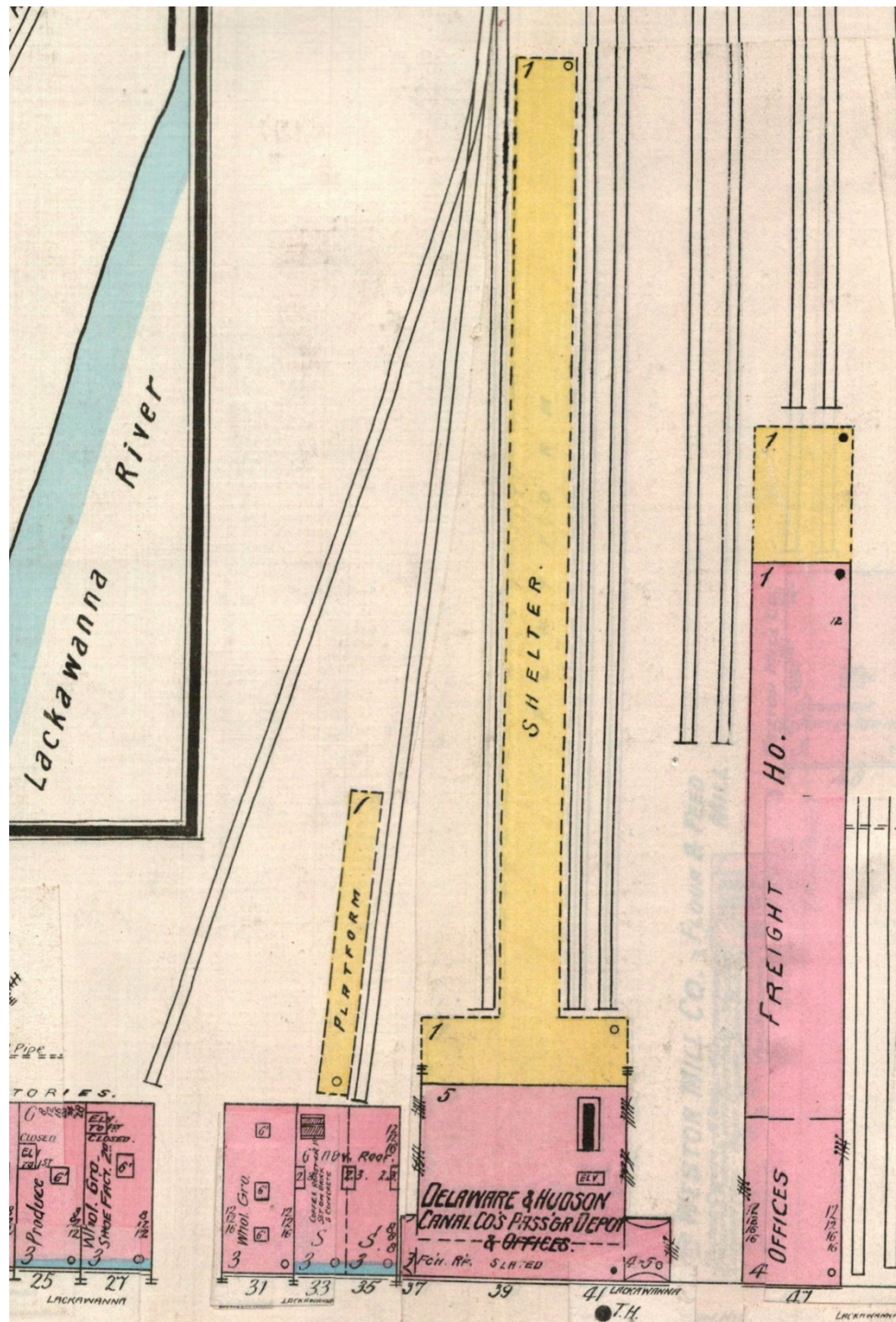
Here is broad view of the City of Scranton from *Atlas of the Wyoming & Lackawanna Valleys & Map of Luzerne & Lackawanna Counties, Penna.* by G. N. Baist, 1894. The D&H station is located on Lackawanna Avenue, across from the DL&W station.



D&H station on
Lackawanna Avenue

Vine Street branch of
the D&H

The D&H operations on Lackawanna Avenue in 1898 are shown on the detail given below from Sanborn-Perris Map. Co.'s map of *Scranton Pennsylvania, including Dunmore*, 1898.



Delaware & Hudson Canal Co's Pass'gr Depot & Offices

[illegible]

Horse car lines

From the perspective of the twenty-first century, it is sometimes hard to believe the number of passengers handled by the railroads over a holiday weekend in the nineteenth century. Over the Labor Day weekend in 1899, for example, between Carbondale and Wilkes-Barre the D&H handled 30,000 passengers:

"30,000 PEOPLE / Were Handled By the Delaware and Hudson Co. on Labor Day Without an Accident. / Few people have the slightest idea of the large number of people handled on the Delaware & Hudson railroad between Carbondale and Wilkes-Barre on Labor Day. We have it authoritatively from an employe of the company, who does not wish his name mentioned as such matters are supposed to be known only in the inner circle, that over 15,500 tickets were sold at the stations between the cities above named, and this does not include mileage or commutation tickets. / Over 6,000, or to be exact 6,158 local tickets were sold to Scranton alone, and, as sixty per cent. of these tickets were round-trip, the number of people handled at the Scranton station was considerably in excess of 10,000. / All these people were handled without any friction, mishap or ostentation. The company is certainly to be congratulated on this wonderful achievement; and yet perhaps it was to be expected from the great ability shown by it on many occasions in the past. The managers and employes of the 'D. & H.' are all experienced and faithful men with means at their disposal to make almost any undertaking possible." (*Carbondale Leader*, September 13, 1899, p. 5)

Speaking of handling passengers, before we look at the construction of the D&H Valley Road from Carbondale to Providence, it would be a good idea to have a look at the D&H Depot on Depot Street in Providence, which opened in 1873.

1011

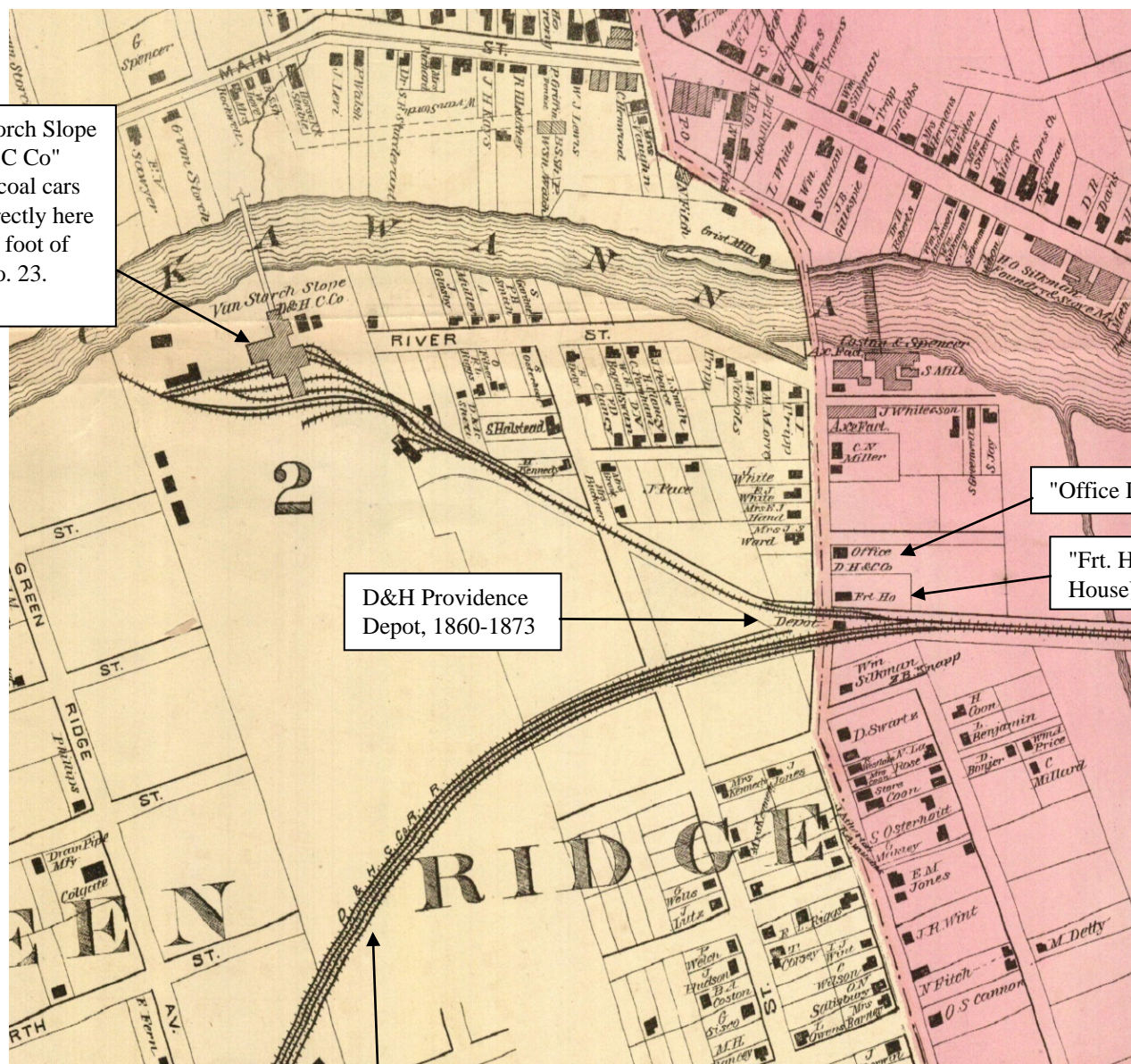
D&H Depot on Depot Street

The research path that was followed to learn where and when was built the D&H depot that replaced the depot at East Market Street (opened in 1860) on the border between Providence and Scranton is interesting.

In going down that path, we started with the known, and went wherever the research led us. It may not be the most efficient or sophisticated research procedure to follow, but it's a workable procedure, provided you keep your goal clearly in focus. What we have done here to learn about the D&H depot on Depot Street, in other words, was to follow the bouncing ball, so to speak, and go wherever it led us, and record relevant data that we learned on the way.

Point of departure: the 1860 D&H depot on East Market Street. That depot is shown on the 1873 D. G. Beers map, a detail of which is shown on the following page. To the west of this depot, and on the north side of Market Street, are two D&H properties. The building on the property nearest to the tracks is identified as "Frt. Ho" (Freight House); the building on the second property is identified as "Office D. H. & C Co" (note the misplaced ampersand on the map).

"Von Storch Slope / D & H C Co"
Gravity coal cars
came directly here
from the foot of
Plane No. 23.



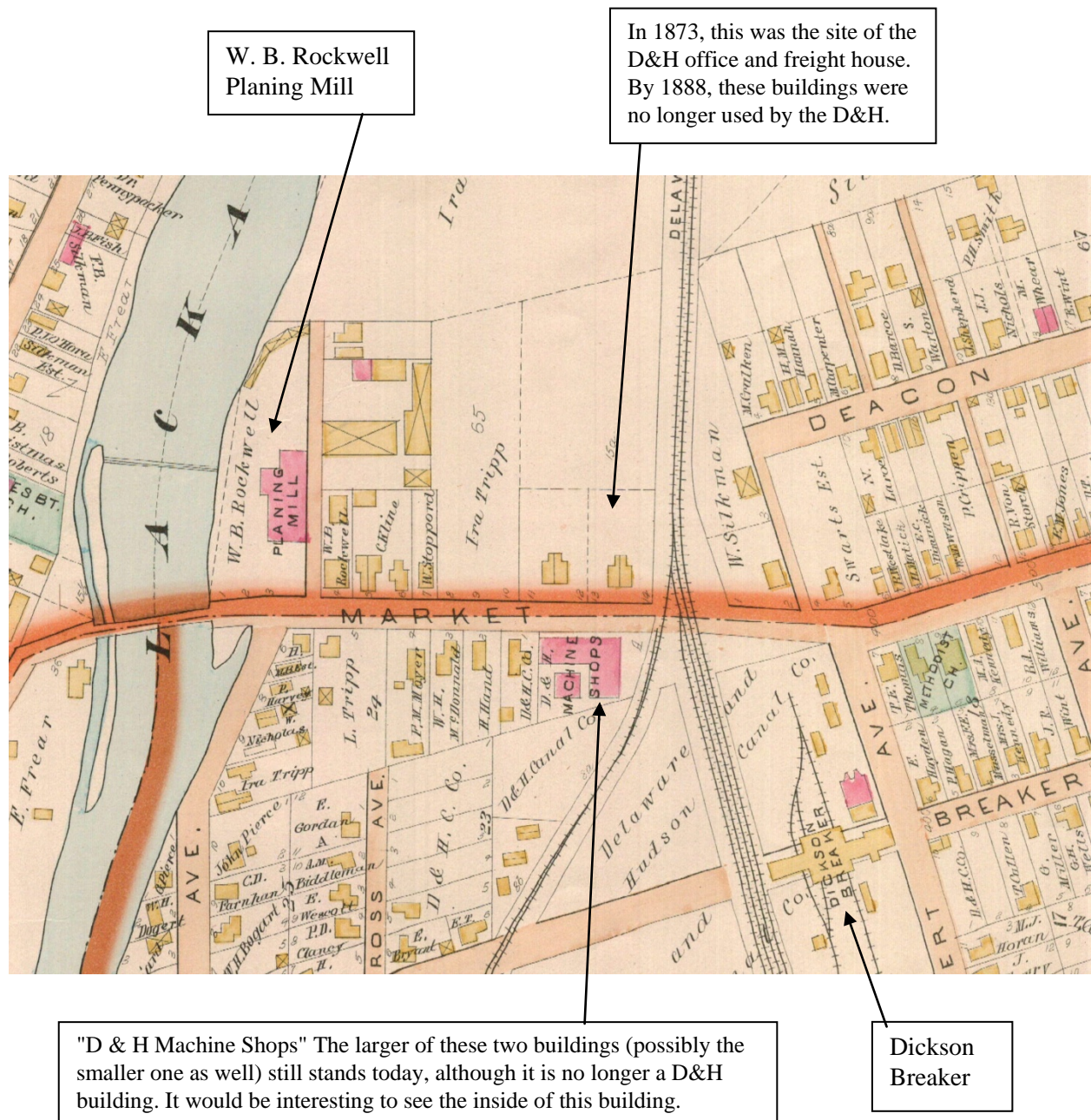
D&H Providence
Depot, 1860-1873

"Office D. H. & C Co"

"Frt. Ho" (Freight
House)

Vine Street branch of the
D&H, established in 1863

This same area as seen in the detail give below from *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888. Note that the D&H Depot at East Market Street is not shown on this map. Note the D&H Machine Shops (two buildings) on the south side of East Market Street, to the west of the rail line to the Von Storch breaker. These buildings still stand today.



The larger of the two D&H Machine Shops buildings still stands today, as shown below in a photo taken in 2008 by the author. The smaller D&H Machine Shops building, immediately to the south of the building shown below, possibly also still stands, but it can not be seen from East Market Street.

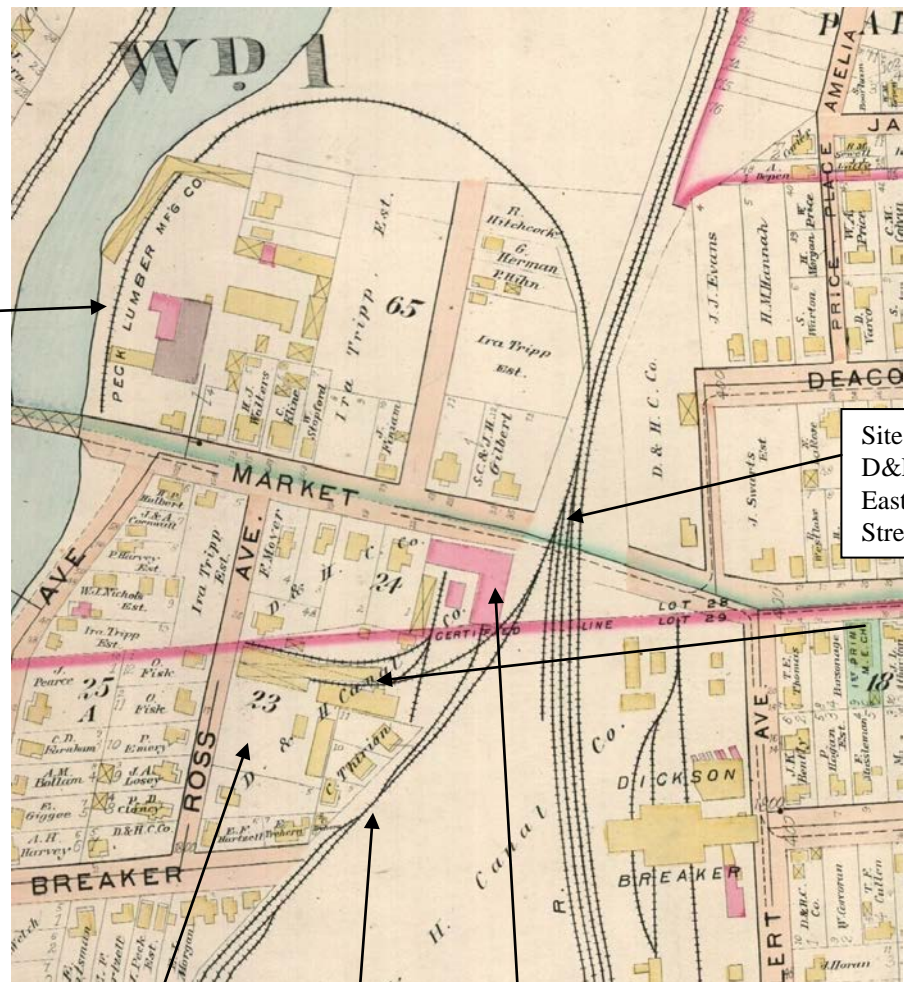


Shown below, in 2008 in a photo by the author, is the present-day D&H bridge over East Market Street. This may or may not be the same bridge that was there in 1888. It's the same bridge site, to be sure, but the exact date when the present-day bridge was constructed has not yet been learned.



By 1898, when the map shown immediately below (*City of Scranton and Borough of Dunmore, Pennsylvania, 1898*) was drawn, the buildings on the north side of Market Street and to the west of the D&H tracks, at the point where East Market Street passes beneath the D&H bridge there, no longer used by the D&H (as they were in 1873), but a large percentage of the property on the south side of Market Street and west of the tracks (between Ross Avenue and the tracks) now belongs to and is actively used by the D&H.

The former Rockwell Planing Mill (shown on the 1888 map) is now the Peck Lumber Manufacturing Company, where Dorothy McHale used to work. In the façade of a very old building on this site today there is a date stone which reads "WBR / 1880". Two other buildings on this same site today, on the east side of an alley-way, are also identified as belonging to "W. B. Rockwell". Interestingly, the land in the Depot Street area where the D&H erected its "new" depot and freight station and other buildings in 1873 was given to the D&H by the Rockwell family (Mr. H. B. Rockwell, see page 92).



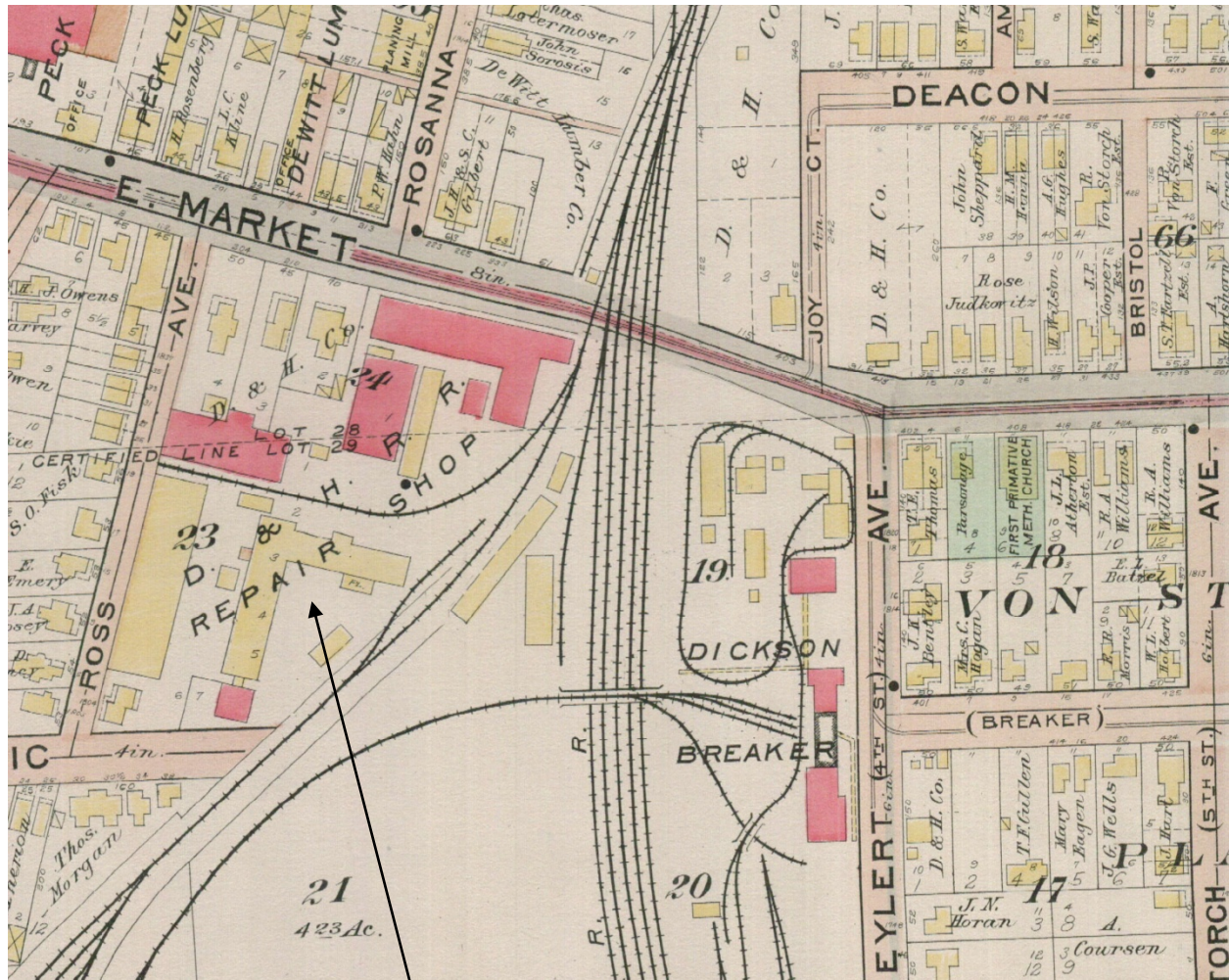
Site of the 1860 D&H Depot at East Market Street

Many D&H properties

Gravity-gauge rail line to Von Storch Breaker

These buildings are no longer identified as D&H Machine Shops (as they were on the 1888 map). Note the rail connections to these buildings.

On the 1918 edition of *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA by Volk & Kuhls, a large area south of East Market Street is referred to a "D & H R. R. Repair Shop"



"D. & H. R. R. REPAIR SHOP"

On June 1, 2007, the author (with a copy of the appropriate maps from the 1873 D. G. Beers map book in hand) and Joan Muskey of West Market Street, Scranton (who knows a lot about the history of Scranton) explored the East Market Street, Providence, and Green Ridge sections of Scranton in an effort to learn more about D&H depots in the nineteenth century.

At the site of the 1860 D&H depot, the author and Muskey could not find any evidence of any of the three D&H buildings shown on the 1873 D. B. Beers map.

Four days later, at the Homestead Golf Course (owned and operated by the author's brother, Donald) on June 5, the author was talking about his search for D&H depots in the Providence/Scranton area with Richard Sheehan. Mr. Sheehan reported that he used to live on Depot Street and that there is a Joseph Honney ("probably in his 80s"; has a son Tom) who lives at 510 Depot Street who may know something about this question.

A second visit was made to Providence on June 8, 2007, by Powell and Muskey.

Several blocks north of East Market Street is found Depot Street. On the north side of Depot Street, on the west side of the D&H tracks is located a mid-nineteenth century building that looks like a former railway hotel, possibly a very deluxe station, possibly a D&H office building? The question was asked: Could this building (now numbered 305 Depot Street) have been the D&H depot that opened when the East Market Street depot closed?

There is an unpaved street (Wirtz Avenue, surely "Wurtz" was intended) that runs close to, parallel with, and on the west side of the railroad tracks between Depot and Dean Streets, which means that the possible railway hotel/depot—which fronts on Wirtz Avenue—is at the corner of Depot Street and Wirtz Avenue. There is what appears to be a railroad abutment to the west of the building. The existing double track rail line which passes this possible depot building crosses the Lackawanna River just south of this building on a bridge dated 1904; eastern track on the bridge closed to rail traffic.



Shown here is the 1904 double-tracked D&H bridge over the Lackawanna River at Providence, PA. Photo taken by the author, looking south, on June 24, 2007.

What was the deluxe nineteenth-century building on this site? More research required.

During this second visit to the area, Joan Muskey introduced the author to Dorothy McHale who worked for Peck's Lumber Yard, which was located in the immediate area, to the west of the intersection of the D&H tracks and East Market Street. The D&H tracks leading to the PECK LUMBER MF'G CO. area are shown on the 1898 map of this area that is given above. The wooden frame structure—which was the main office of Peck's—in which Dorothy McHale worked from 1943 on, on East Market still stands. A very old building in the former lumber yard has a date stone in its facade which reads "WBR / 1880."

Muskey and Powell visited Dorothy McHale at her house on Perry Avenue, just off Oak Street. Dorothy reported that Peck's used to get coal from up the line and that they used it to generate electricity. She also reported that there were several branches of the Peck Lumber Company: one in Olyphant, one in Peckville, and one at Chapman Lake. (Dorothy McHale's father was an architect. He designed the Comerford Drive-In, now the Victoria Inn, in Dupont, and also the Holy Rosary School.)

Many unresolved questions. On June 12, 2007, with Joseph Pascoe, the author went to the Lackawanna Historical Society and made copies of the appropriate sections of the L. J. Richards & Co. 1888 *Atlas of the City of Scranton and Borough of Dunmore*.

On June 13, 2007, as the author studied copies of maps from this atlas as well as his notes on the D&H in Scranton, he came across the typescript of a notice that he copied several years ago from the April 12, 1873 issue (p. 3) of the *Carbondale Leader*. That notice reads as follows:

“The D. & H. C. Co. have commenced to build a new depot at Providence, about a quarter of a mile this side of [to the north] the old one, on land given to the Company by Mr. H. B. Rockwell.”

This “new” depot would not be on the 1873 *D. G. Beers* map. Is it shown on the 1888 J. Richards & Co. *Atlas of the City of Scranton and Borough of Dunmore*?

To be sure. It is. The second Providence depot/station of the D&H, from 1873 to at least 1888 (when the Richards map was published) was on Depot Street, which is about a quarter of a mile north of East Market Street, at its intersection with the D&H tracks. The property where this “new” Providence depot/station is located on the 1888 map is identified, on the 1873 *D. G. Beers* map, as belonging to “Rockwell.” The real estate holdings of H. B. Rockwell, north of the bend in the Lackawanna River and in the Depot Street area are many.

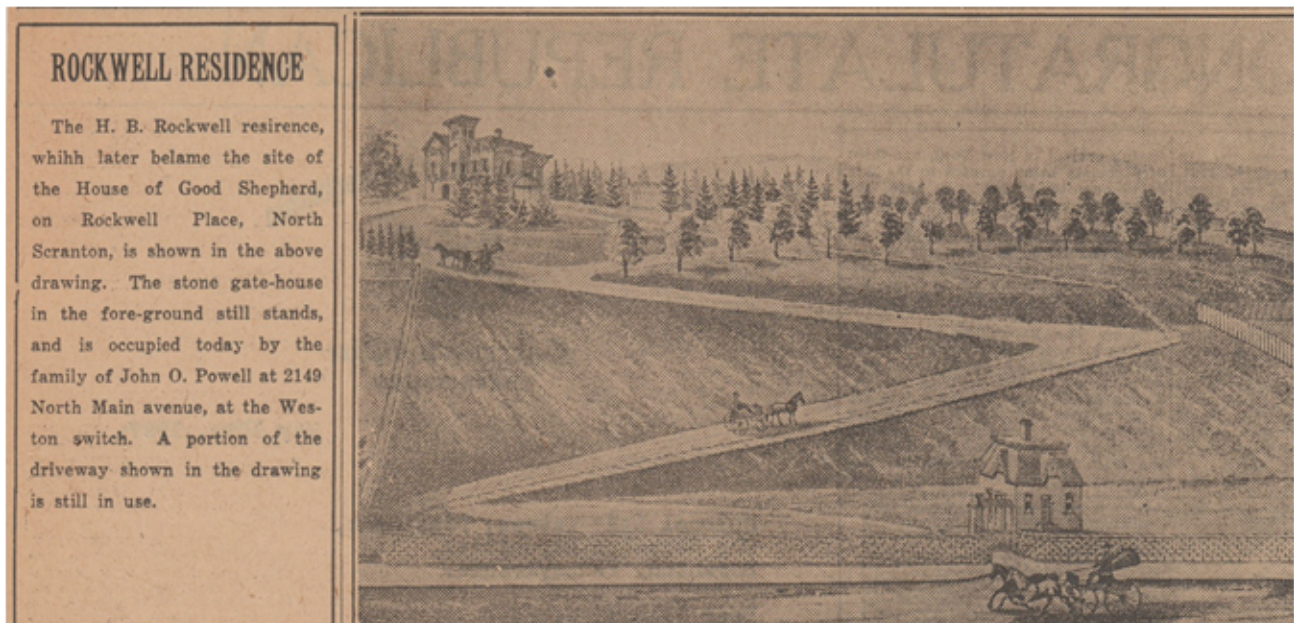
More on the Rockwells:

In the "Then and Now" column in the *Scranton Times* of March 7, 2010, p. D-2, there is a photograph, dated 1920, of the Rockwell Estate at 441 Rockwell Place in North Scranton which, in 1887, became the House of the Good Shepherd.

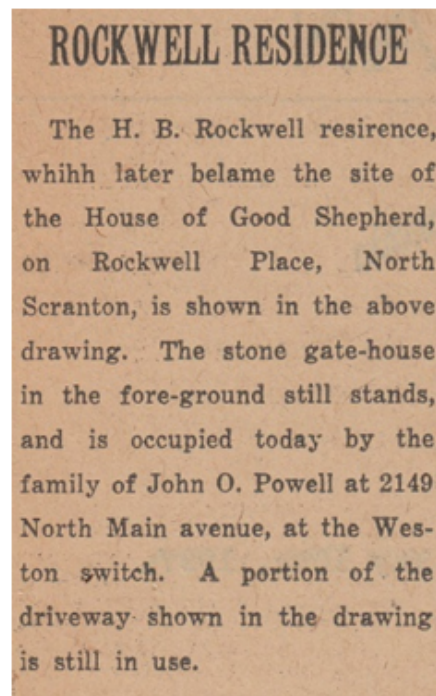
The caption on the photograph reads as follows: "The Rockwell Estate at 441 Rockwell Place in North Scranton was purchased by the Roman Catholic Diocese of Scranton in 1887, enlarged, and became a home for wayward girls known as the House of the Good Shepherd on Jan. 23, 1889. The buildings were vacated in 1926 when they became uninhabitable due to damages caused by underground subsidences [sic]. The facility relocated to Clarks Summit in April 1928 and was renamed Lourdesmont."

In the "Now" portion of the column, there is a photograph, dated 2010, of a portion of the Weston Field House. The caption on the photograph reads as follows: "The Rockwell Place location eventually was cleared of all buildings as a result of mine subsidence problems and subsequently was converted into a city park known as Weston Park."

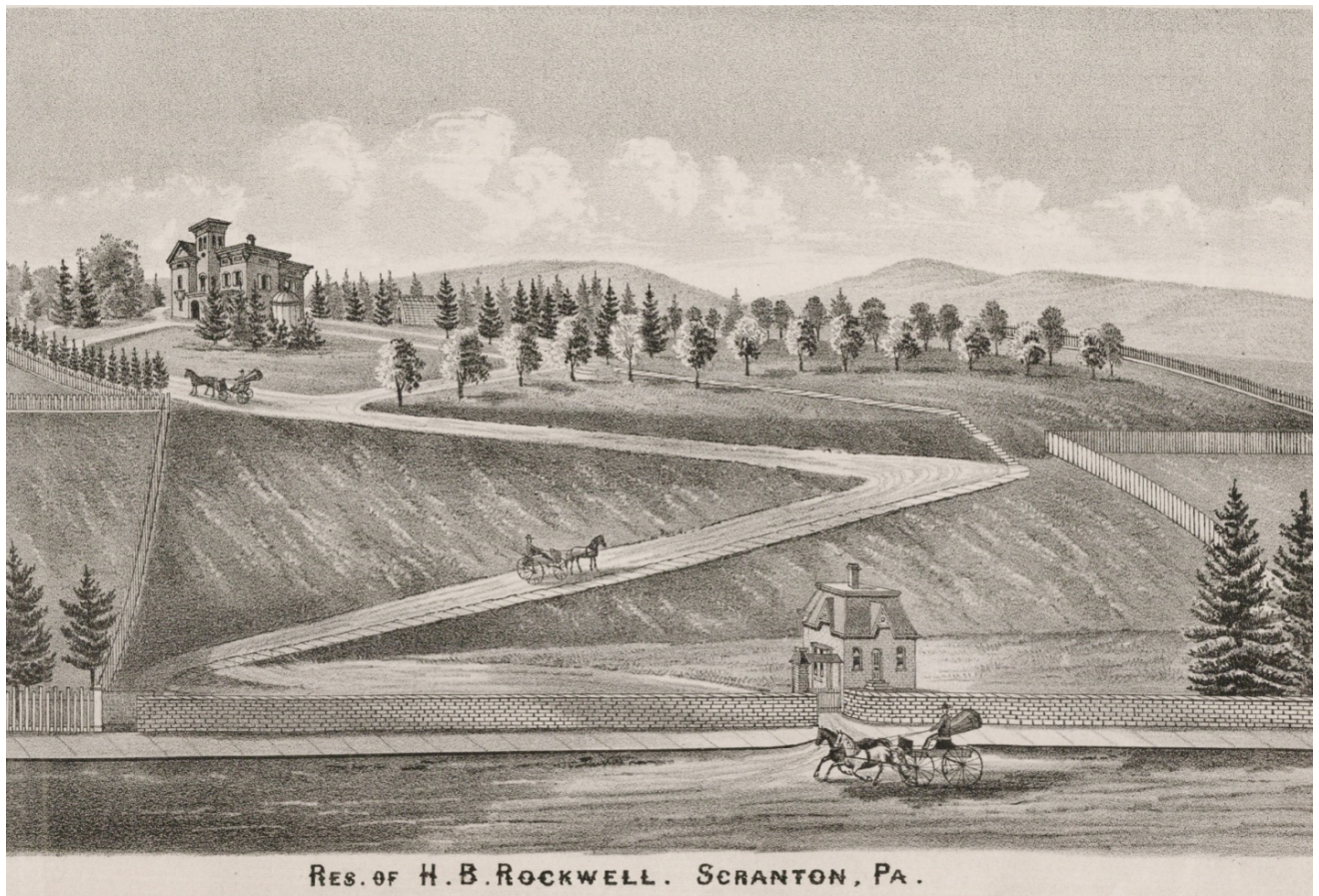
The following clipping is from the 60th anniversary edition of *The Scranton Republican*, Saturday, May 28, 1927, p. B-6:



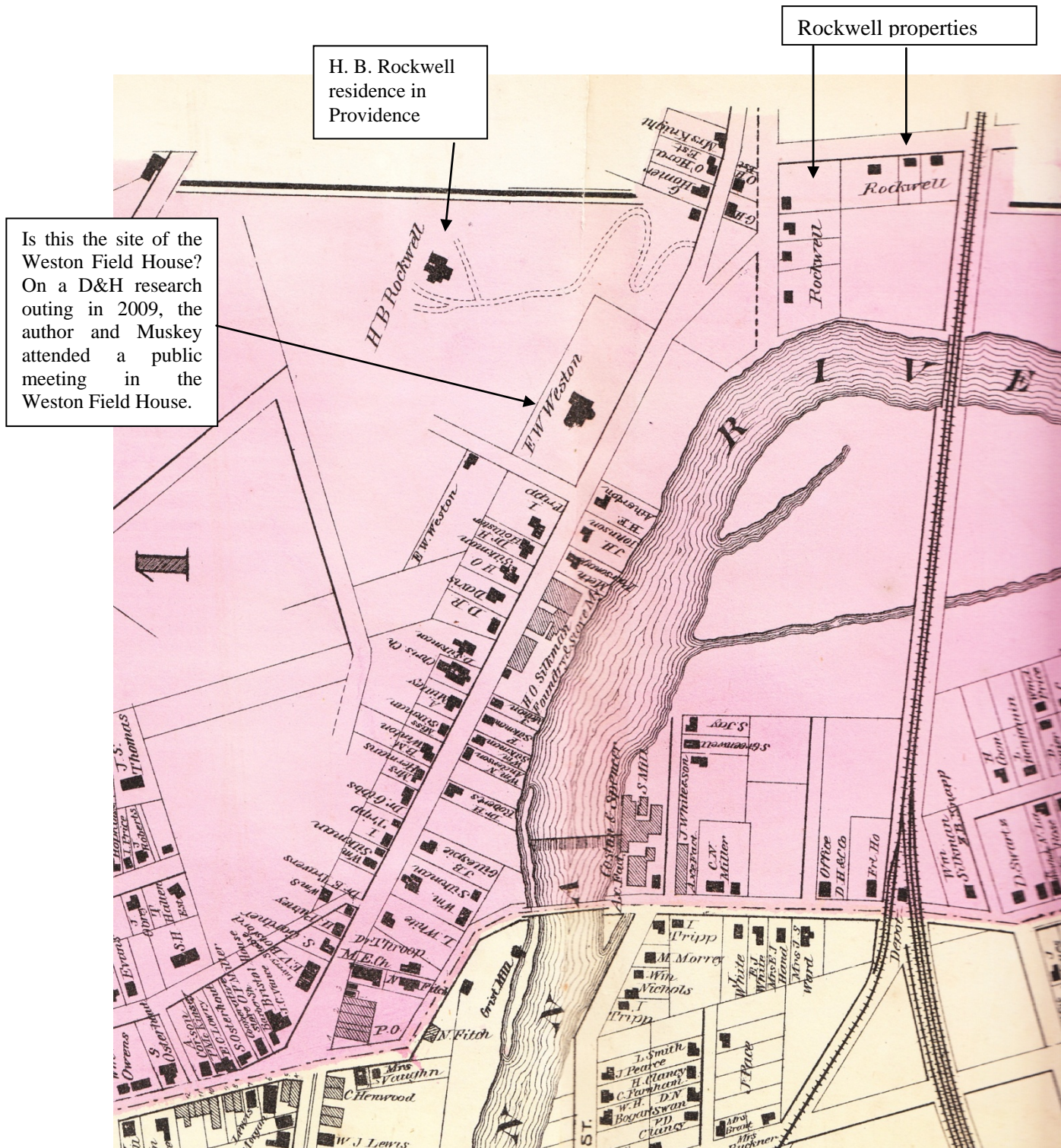
Enlarged detail of the clipping shown above:



Here is a view of the residence of H. B. Rockwell that is presented in *City Atlas of Scranton, Pennsylvania*. (G. M. Hopkins, C. E., Philadelphia, 1877):



The H. B. Rockwell residence, as seen on the 1873 *D. G. Beers* map:

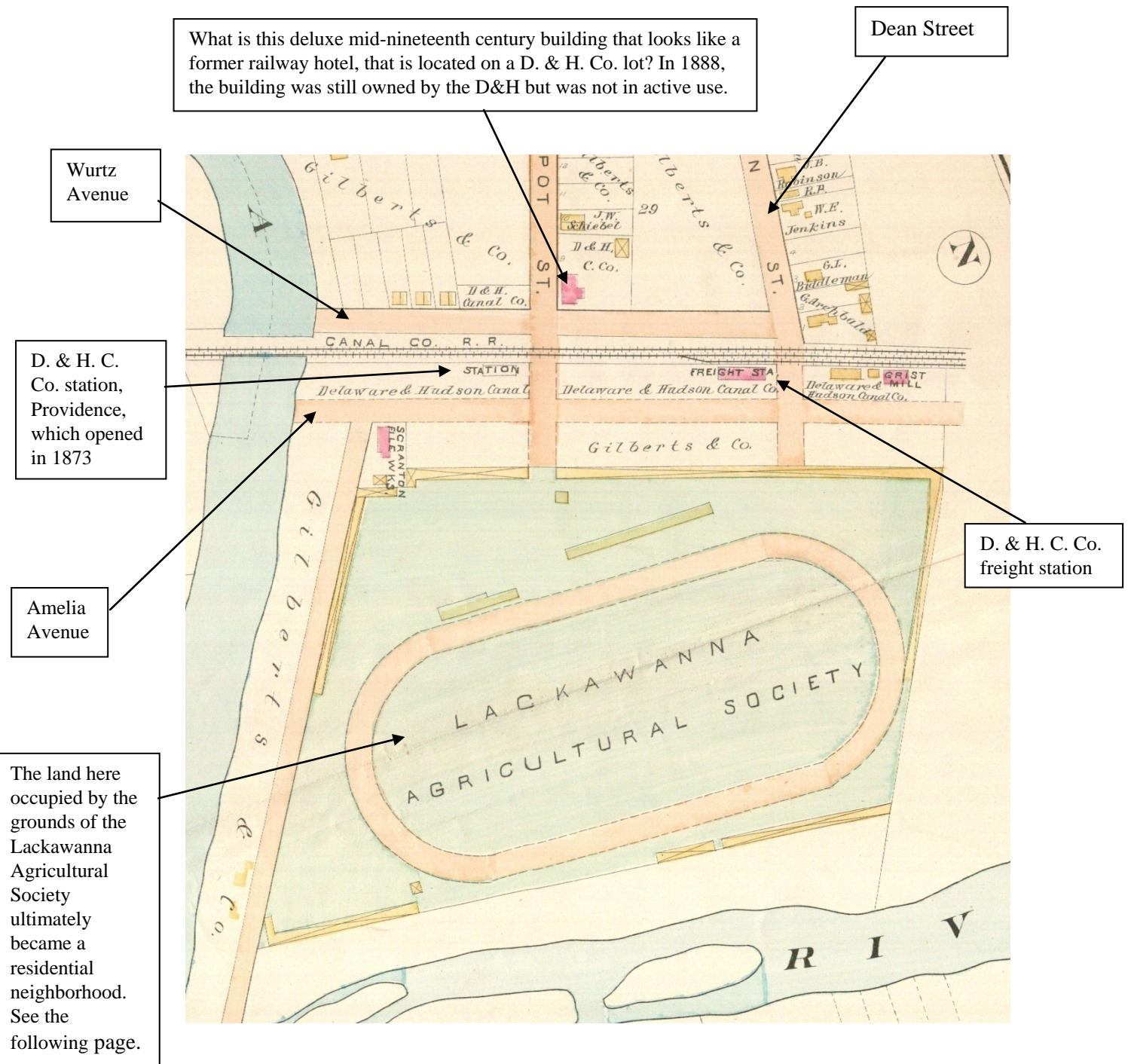


The H. B. Rockwell residence, shown above, was a country residence in the Tuscan Revival style, a style that was promoted and established in America by Alexander Jackson Davis (1803-1892).

The builders of the Rockwell residence very probably patterned the building after one of the popular prints of the period that celebrated the delights of a home in the country. One such print, shown below, is given in *The American Heritage History of Notable American Houses* by Marshall B. Davidson (1971) on page 218. The caption on the lithograph there reads as follows: "A lithograph of a Tuscan villa with tower, balcony, and bracketed eaves appearing as background for happy outdoor family life."



Yes, the second Providence depot/station of the D&H from 1873 to at least 1888 (when the *Richards & Co. Atlas of the City of Scranton and Borough of Dunmore* was published) was located on Depot Street, which is about a quarter of a mile north of East Market Street. Here is a detail of the Depot and Dean Streets area:

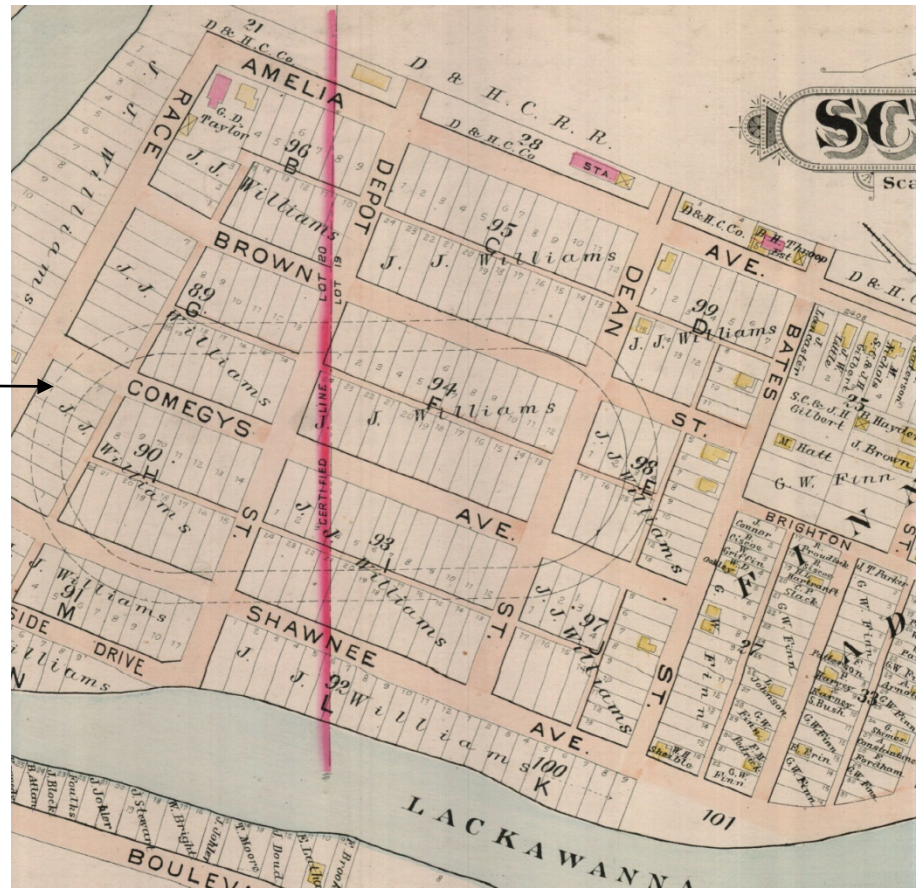


Recapitulation:

What do we see on this map? The “new” Providence depot/station on the east side of the D&H tracks on the south side of Depot Street. On the map it is marked “STATION.” The lot on the west side of the tracks on the south side of Depot Street, directly across the tracks from the Depot, is marked “DELAWARE & HUDSON CANAL CO. R. R.” The “new” D&H freight station is in the next block, to the north of the “new” depot/station. This freight station is located on the east side of the tracks and on the south side of Dean Street. In the block north of the D&H freight station (north of Dean Street) on the east side of the tracks are three buildings, the northern most of which is marked “GRIST MILL.” The function of the other two buildings is not given, although they are D&H buildings. We also see the unidentified building in question.

Before moving on, note on the 1898 map below, the superimposed outline of the exact location of the Lackawanna Agricultural Society's race track, as shown on the 1888 map given above.

The location of the Lackawanna Agricultural Society's race track is shown superimposed on this 1898 map of the same area, which became a residential area between 1888 and 1898.



More field research:

A third visit with Joan Muskey to this area was made on Sunday, June 24, 2007. Three objectives of this visit: (1) What remains of the “new” (1873 to at least 1888 and possibly beyond) depot and freight station and other D&H buildings in the Depot and Dean Street area?; (2) Visit the Honney family at 510 Depot Street and see if they can shed any light on these questions; and (3) Visit the Green Ridge Shops/Turntable/Depot area in the block bounded by Green Ridge and Marion Avenues and Von Storch and Dickson Avenues?

(1) What remains of the “new” (1873 to at least 1888 and possibly beyond) depot and freight station and other D&H buildings in the Depot and Dean Street area?;

Nothing remains of the “new” depot and the D&H building directly across the tracks from where the “new” depot stood.

The D&H Freight Station that is shown and identified as such on the 1888 L. J. Richards & Co. *Atlas of the City of Scranton and Borough of Dunmore* still stands. Given below is a photograph of that building that was taken by the author on June 24, 2007.



At present, to the south of the D&H Freight Station shown above there is a second D&H Freight Station building (smaller than the one shown above), which means that this second building was built after the 1888 map was drawn. This second D&H freight house (as well as the larger and older D&H Freight Station) between Depot and Dean Streets is shown (behind the white house trailer) in the photograph immediately below that was taken by the author on June 24, 2007.



An additional observation: The "new" D&H Freight Houses, we note, are in relatively good condition; windows and freight doors carefully sealed/filled in; roofs in relatively good condition. The three buildings on the north side of Dean Street on the east side of the tracks (photographs taken of these buildings and the area) have been replaced or remodeled to the point that they are no longer recognizable.

And the unidentified building, the address of which is 305 Depot Street, remains. What was this building at the northwest corner of Depot Street and Wurtz Avenue? Photo given below by the author on June 24, 2007.



Wurtz
Avenue

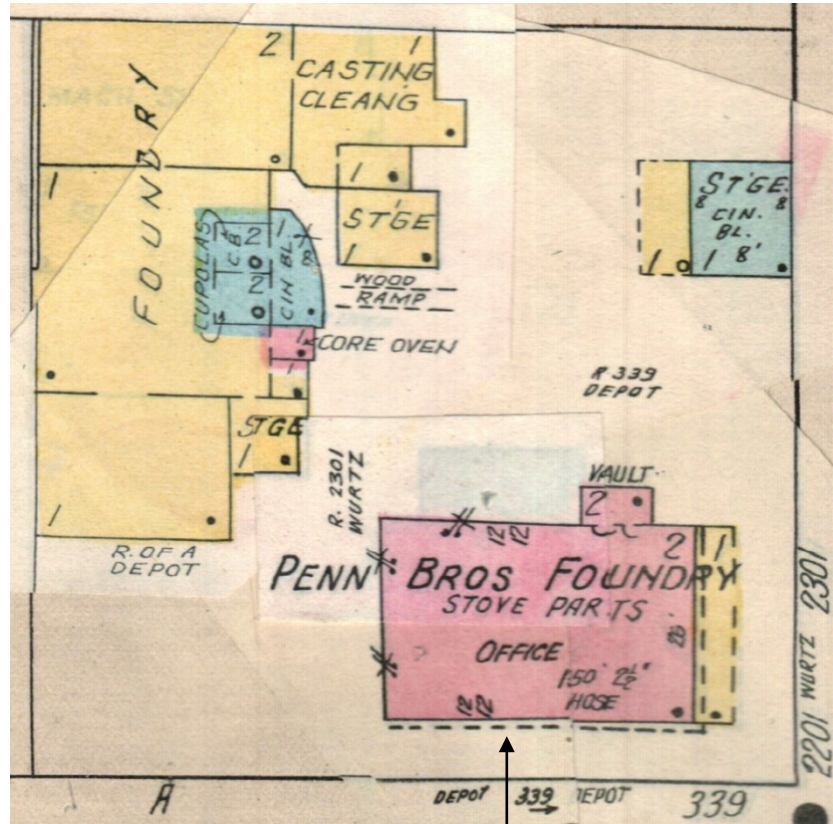
Depot
Street

(2) Visit the Honney family at 510 Depot Street and see if they can shed any light on these questions

During the visit to this site on June 24, 2007, Powell and Muskey learned, from Joe and Tom Honney, that this building “used to be a foundry where they made manhole covers and frames; Caswell has it now and they repair carburetors and generators there”. This building may well have housed a foundry when it was no longer owned and used by the D&H, but it was clearly not built to house a foundry, nor was it built for any other industrial purpose.

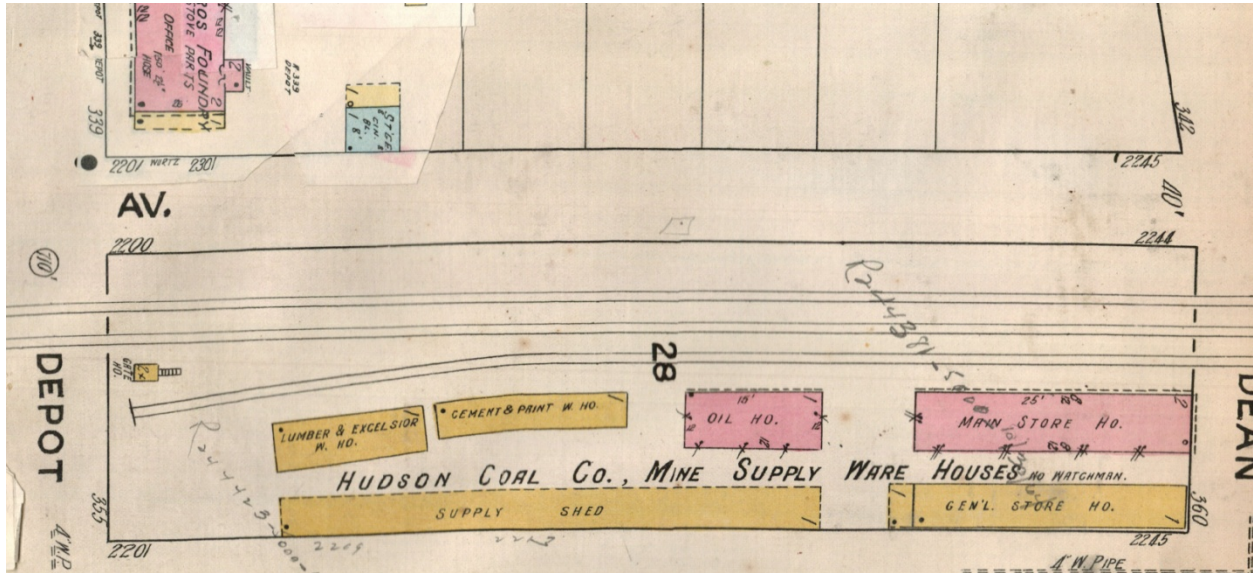
Having learned, from the Honney family, that this building housed a foundry at one point, the author examined the same area of Providence on the 1884 Sanborn map of Scranton.

To be sure, on the *Sanborn Map Company's Insurance Map of Scranton, Pennsylvania*. April 1884 edition, the building in question was the office of Penn Bros. Foundry. The other buildings on the lot also were part of the Penn Bros. Foundry operations.

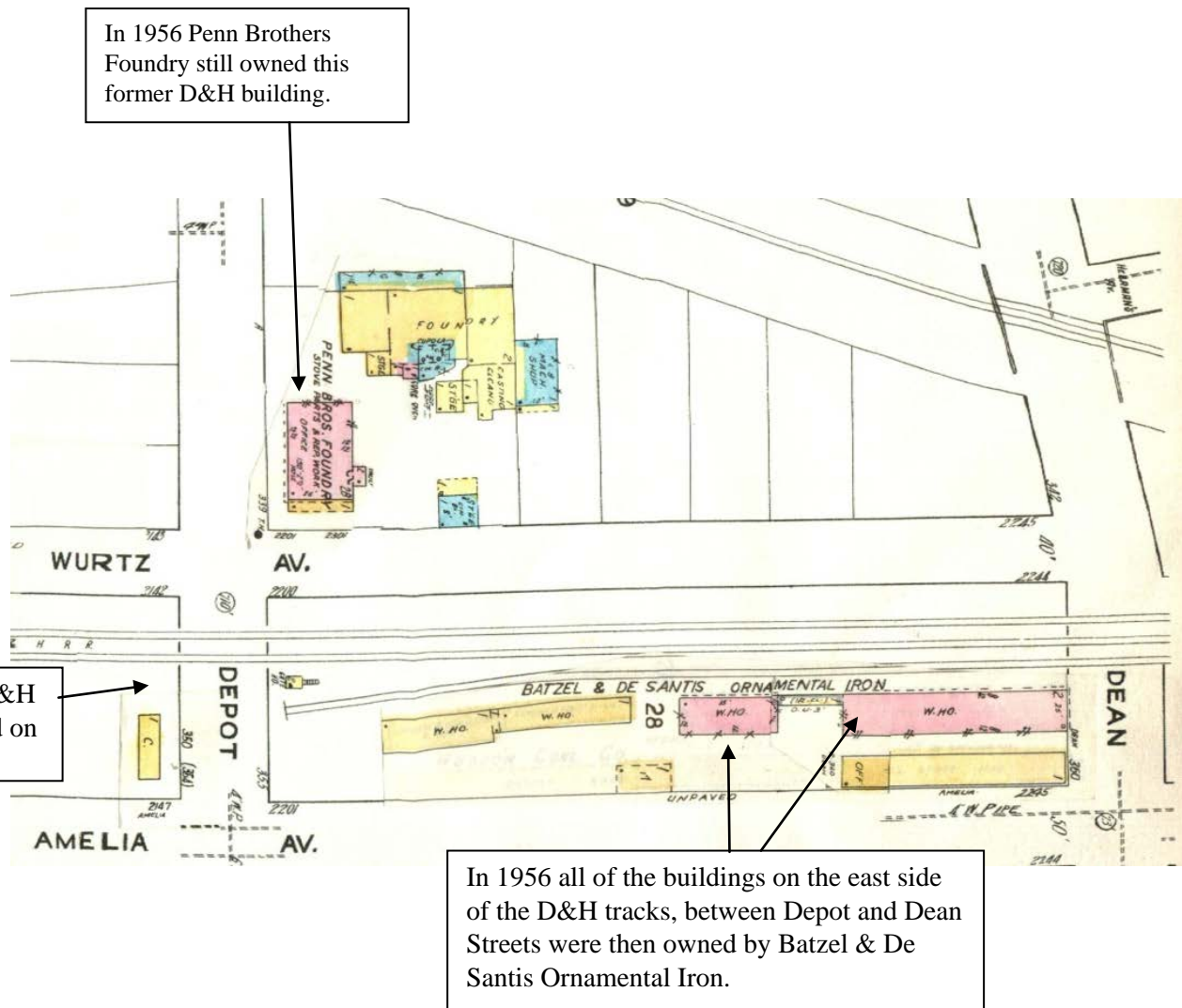


This is the building that is shown on the preceding page.

And on the same 1884 Sanborn map, both of the former D&H freight buildings on this site, as well as all of the buildings on the east side of the D&H tracks between Depot and Dean Streets are indentified as "HUDSON COAL CO., MINE SUPPLY WARE HOUSES."



On the detail from *Sanborn Map Company's Insurance Map of Scranton, Pennsylvania* (Volume III, 1956) given below, we see the Wurtz Avenue area in 1956.



To be sure, the Honney family were correct. In 1956 (and possibly before and after that date) this entire lot and all of the buildings thereon were owned by Penn Brothers Foundry. By 1956 the former "HUDSON COAL CO., MINE SUPPLY WARE HOUSES" (between Depot and Dean Streets) were owned by Batzel and De Santis Ornamental Iron.

(3) Visit the Green Ridge Shops/Turntable/Depot area in the block bounded by Green Ridge and Marion Avenues and Von Storch and Dickson Avenues

The nineteenth-century Green Ridge Turntable area / Engine House / Depot area in the block bounded by Green Ridge and Marion Avenues and Von Storch and Dickson Avenues contains many remnants of the D&H. Several photographs were taken by the author on June 24, 2007 from the footbridge that crosses the existing rail lines there. Two of those photos are shown below.



View North from pedestrian bridge over D&H tracks at north end of Green Ridge yard, Scranton, PA. Photo by the author on June 24, 2007.



View South from pedestrian bridge over D&H tracks at north end of Green Ridge yard, Scranton, PA. Photo by the author on June 24, 2007.

Here is the Green Ridge area, as seen on the *D. G. Beers map, 1873*:

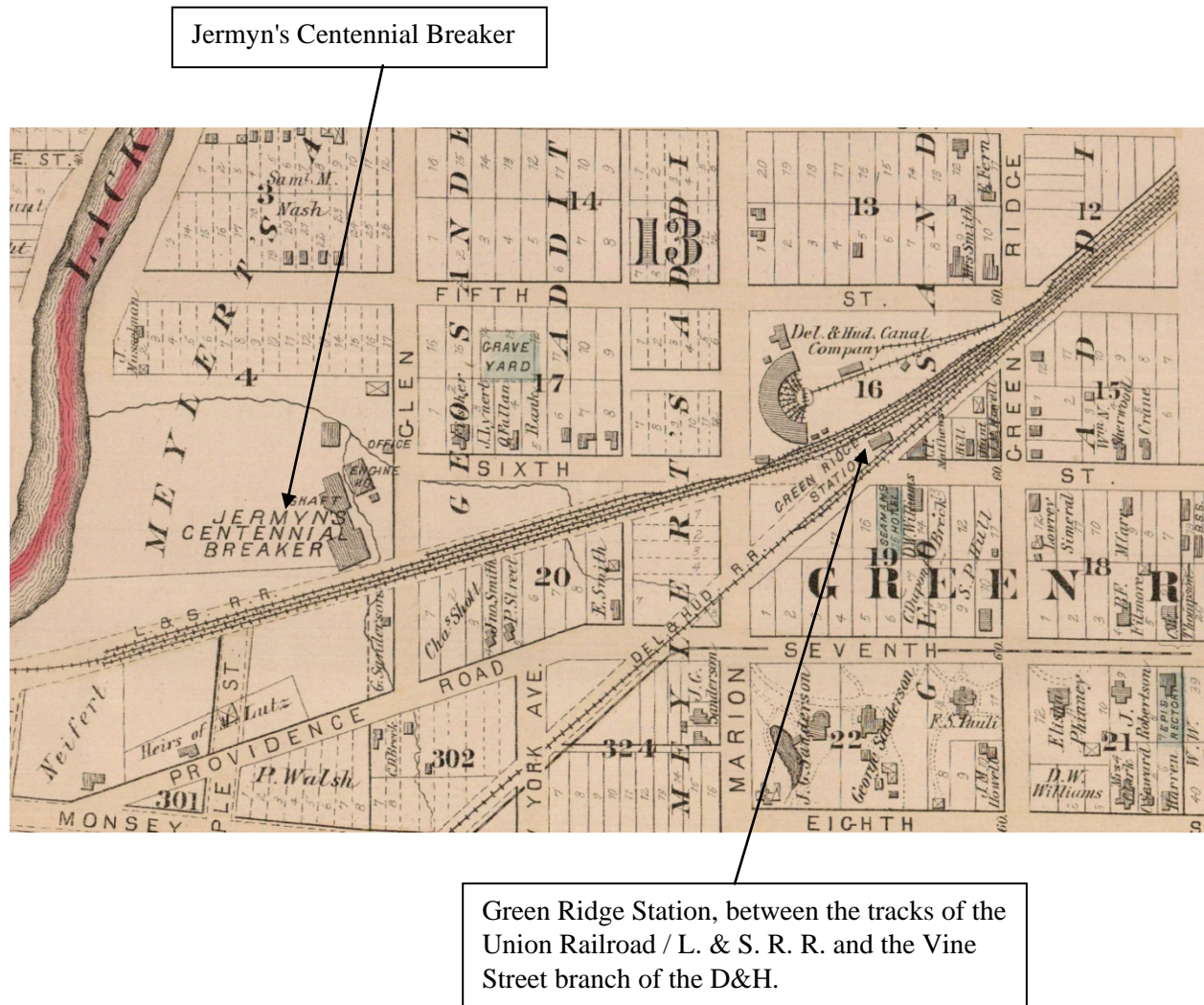


D&H Green Ridge
Engine House

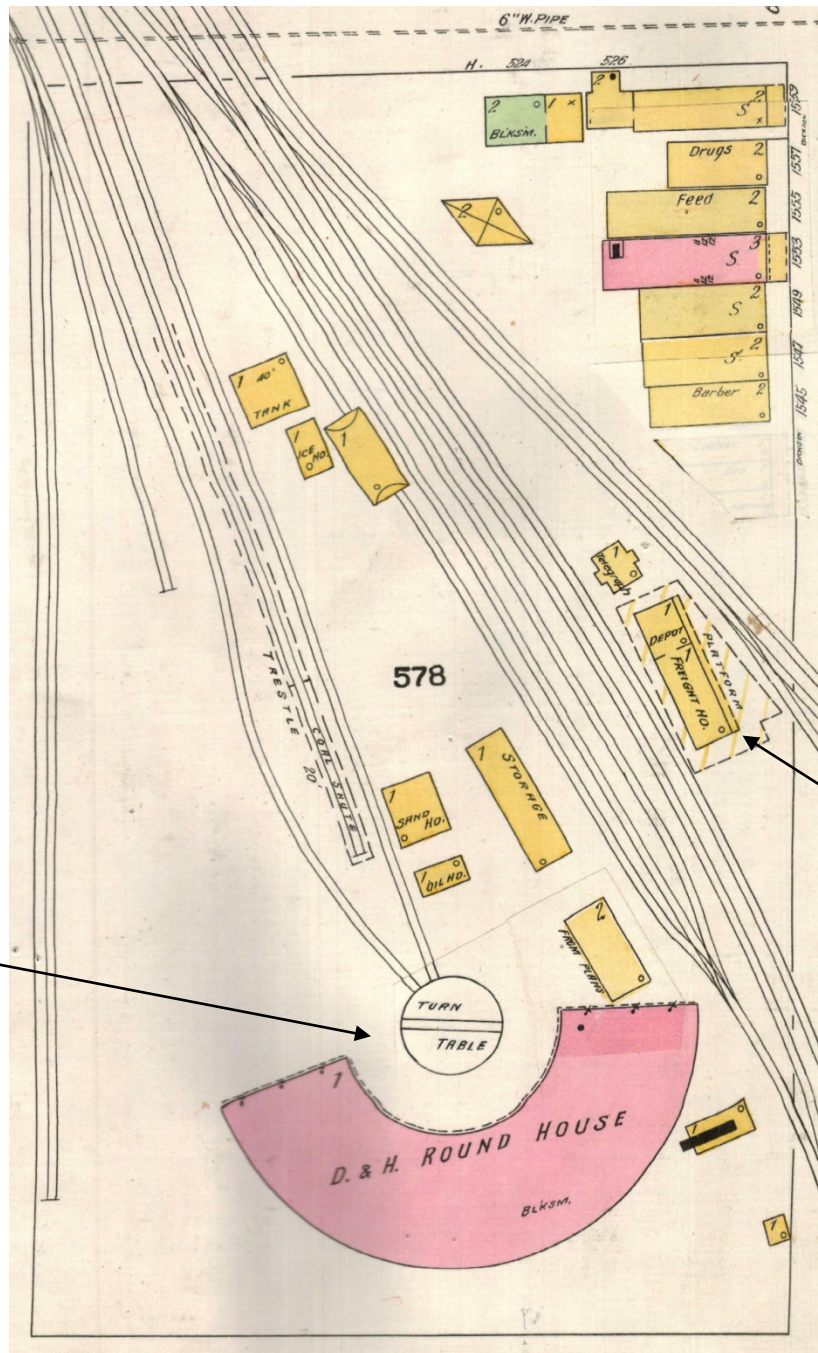
Union Railroad from Green Ridge to
Wilkes-Barre, which was leased at the
time this map was drawn in 1873, to
the Central Railroad of New Jersey.

Vine Street
branch of the
D&H

The Green Ridge area as shown on the detail given below from *City Atlas of the City of Scranton, Pennsylvania*. G. M. Hopkins, Philadelphia, 1877. Collection of Lackawanna Historical Society.



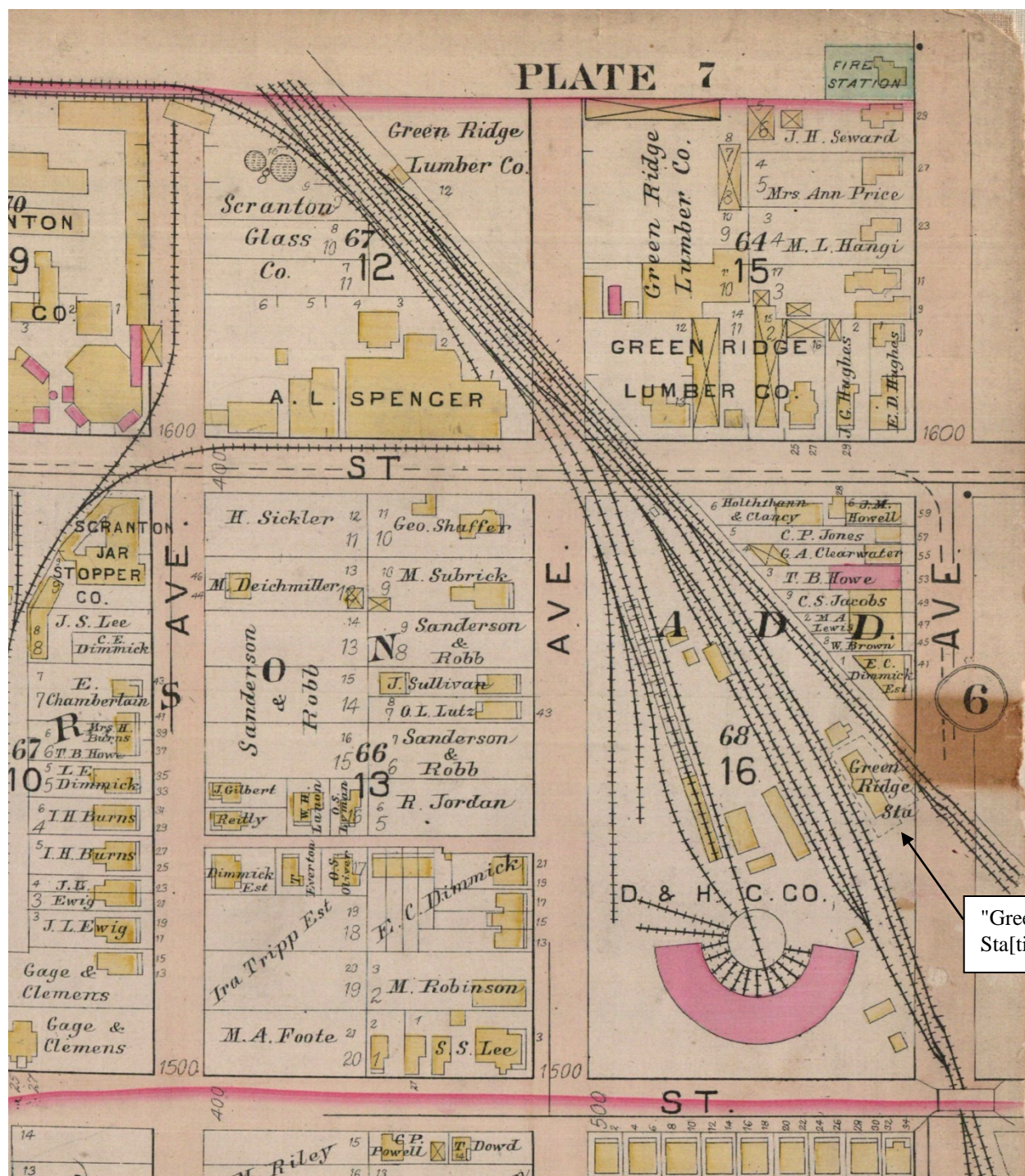
The D&H properties in the Green Ridge area as seen on *Scranton Pennsylvania*, including *Dunmore*, Sanborn-Perris Map Co., New York, New York, 1898:



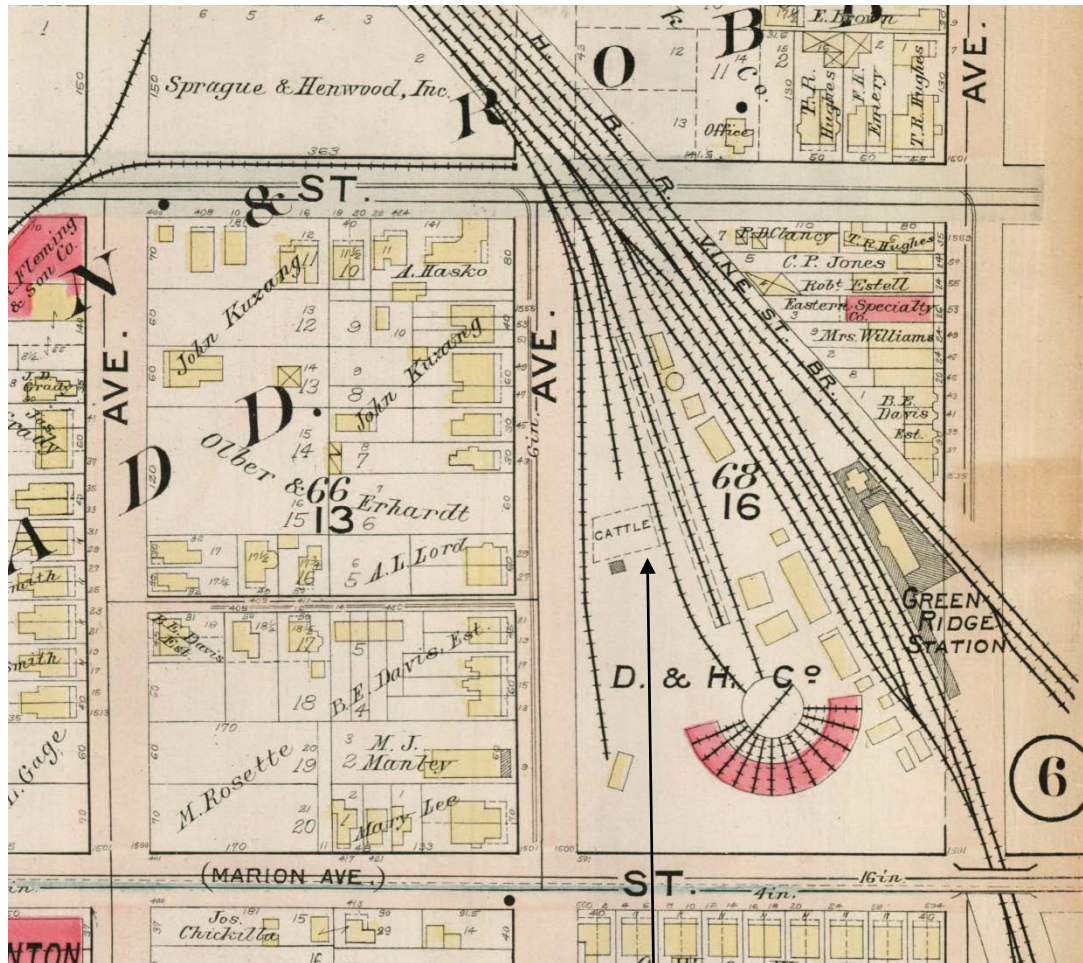
D&H turntable and round house, Green Ridge

The Green Ridge Station in 1898: the northern one third of the building is here identified as "Depot," the southern two thirds is identified as "Freight Ho[use]". The building was surrounded by a "platform, which provided access to the tracks on both sides of the building.

The Green Ridge area as shown in this detail of the map of *City of Scranton and Borough of Dunmore, Pennsylvania, 1898*. Collection of Lackawanna Historical Society.



The Green Ridge area as seen in this detail of *Atlas of the City of Scranton and Borough of Dunmore*, 1918 edition by Volk & Kuhls.

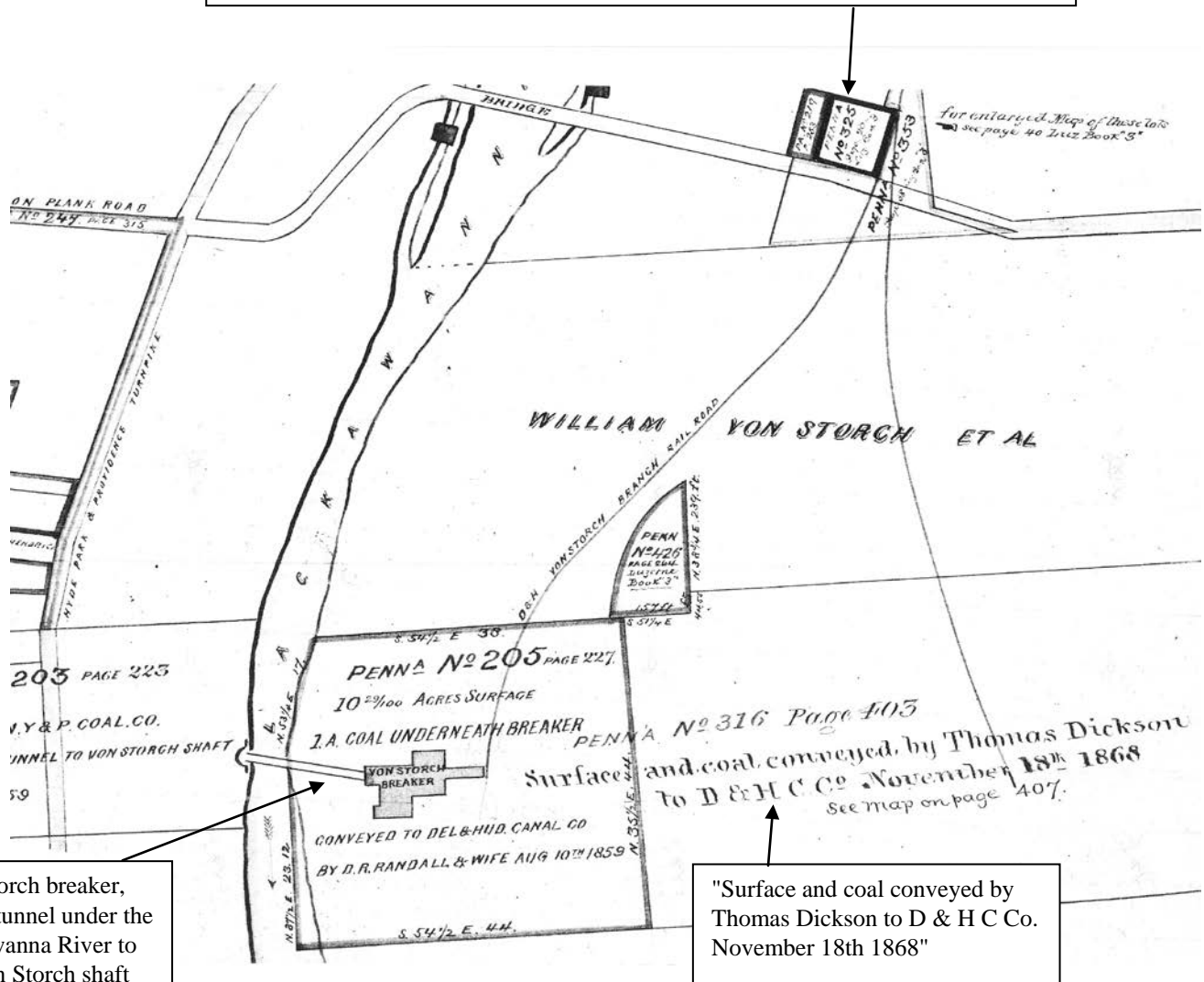


This corral for shipping / receiving cattle at Green Ridge in 1918 is not shown on the 1898 maps for this area.

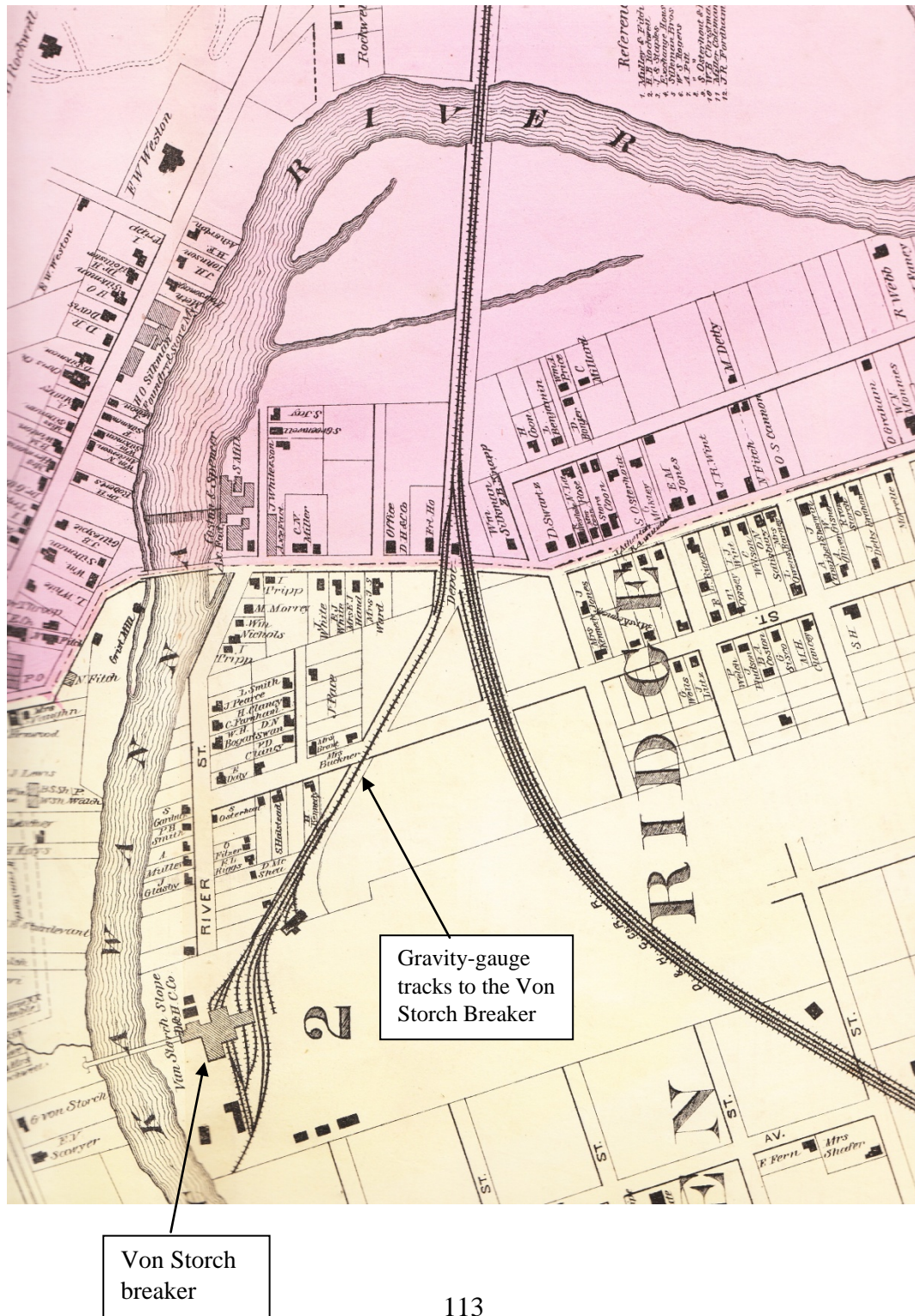
Von Storch

The Von Storch Breaker area is shown on the map on page 226 of Volume II of *Pennsylvania Deeds to D. & H. C. Co. and Others (Luzerne County)*. This map was drawn to illustrate, among other deeds, the D&H deeds on Pages 227-228 (No. 205 August 10, 1859, November 18, 1868) and pages 403-406 (No. 316) therein. Here is that map:

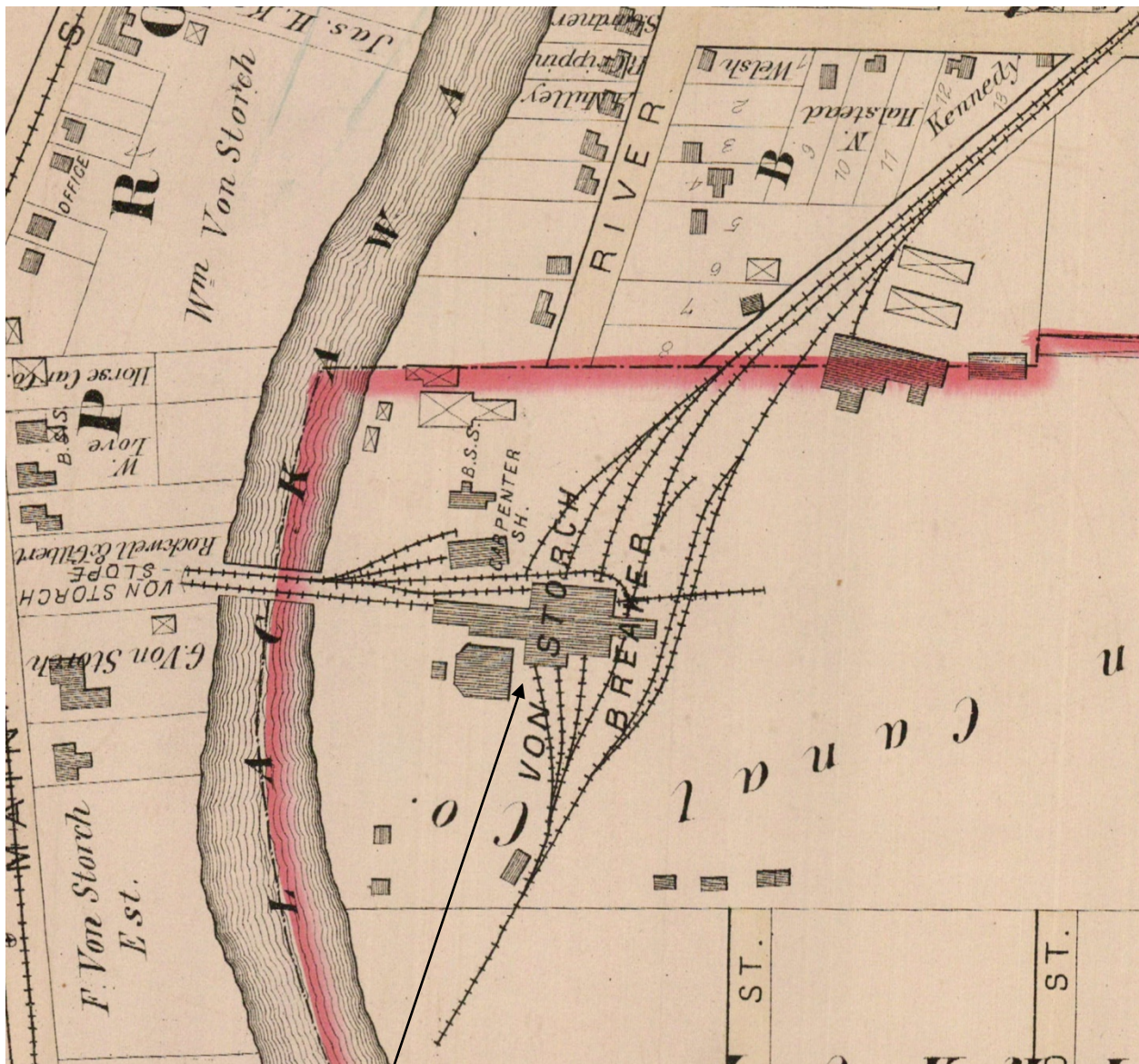
The properties on the north side of East Market Street, at its intersection with the D&H rail line, which on the 1873 D. G. Beers maps of the area are specifically identified as the site of the D&H Freight House and Station, were part of the real estate holdings of the D&H when this map on page 226 of Volume II of the Pennsylvania deeds of the D&H was drawn to illustrate deeds from 1859 and 1868.



The Von Storch Breaker, as seen in this detail of *Atlas of Luzerne County Pennsylvania. From Actual Surveys by and under the Direction of D. G. Beers. Published by A. Pomeroy & Co., Philadelphia, 1873. Collection of Lackawanna Historical Society.*

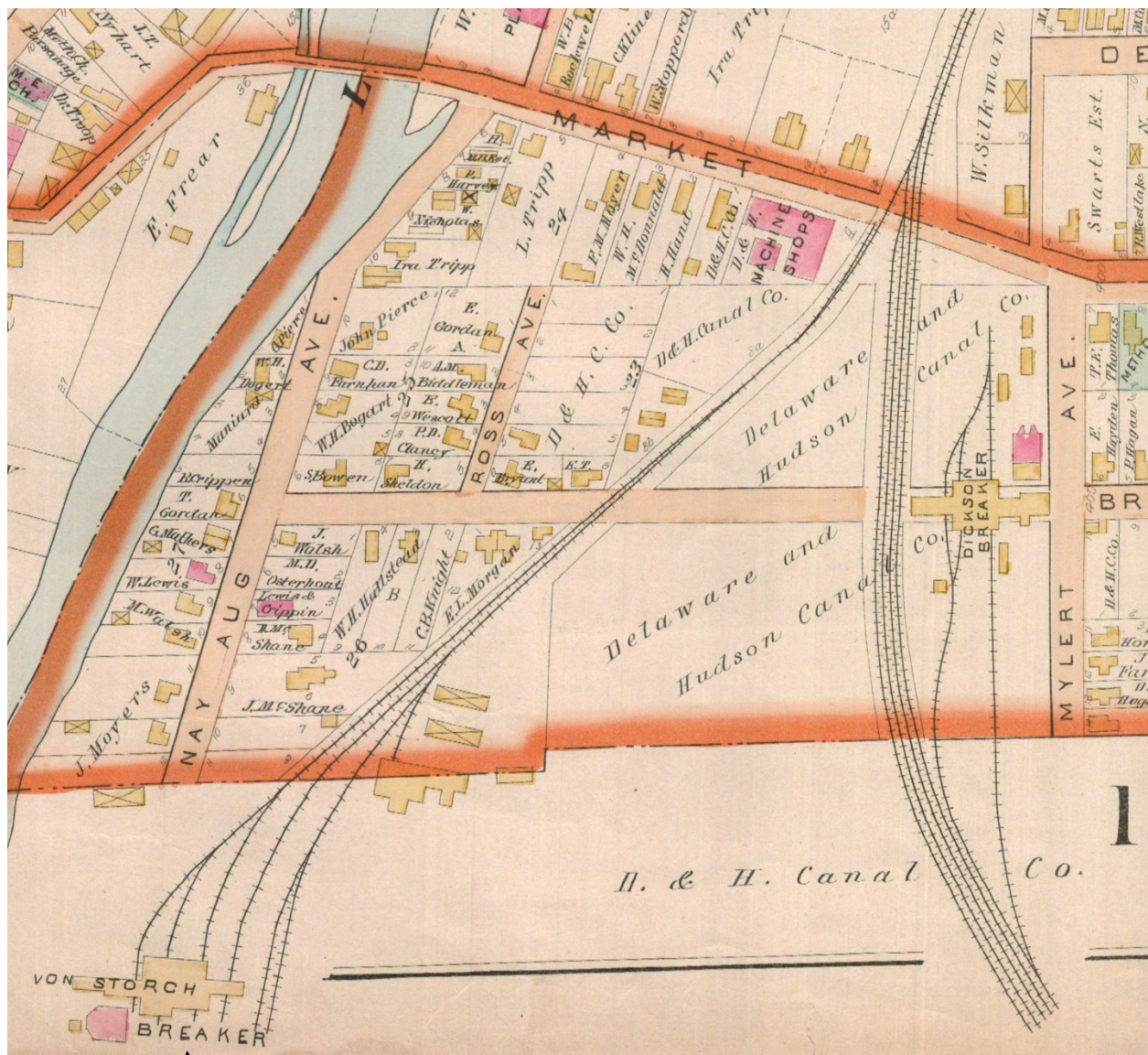


The Von Storch Breaker as seen in this detail from *City Atlas of the City of Scranton, Pennsylvania*. G. M. Hopkins, Philadelphia, 1877. Collection of Lackawanna Historical Society.



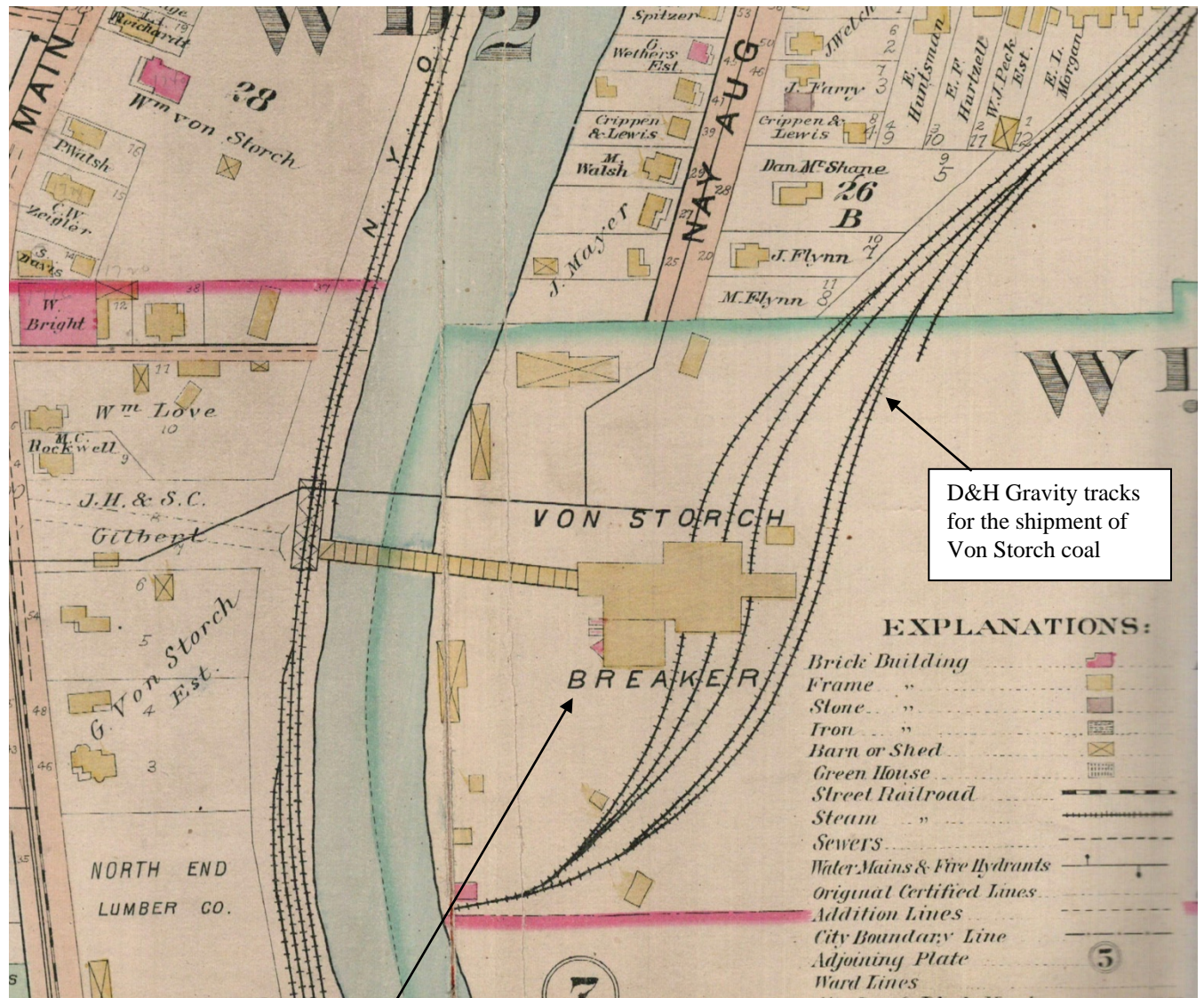
Von Storch breaker. Note the two rail lines under the Lackawanna River between the Von Storch Breaker and the Von Storch Slope on the Rockwell & Gilbert property on the eastern side of the Lackawanna River. Note also the extensive Von Storch properties on the eastern side of the Lackawanna River.

The Von Storch Breaker as seen in this detail from *Atlas of the City of Scranton and Borough of Dunmore, Pennsylvania*. L. J. Richards & Co, Philadelphia, 1888. Collection of Lackawanna Historical Society.1888



Von Storch breaker

The Von Storch Breaker as seen in this detail of map of *City of Scranton and Borough of Dunmore, Pennsylvania*, 1899. Collection of Lackawanna Historical Society.



Von Storch breaker

On June 24, 2007, a portion of the Von Storch breaker was still standing, by the Lackawanna River, to the west of the Green Ridge shopping center, at the end of the street that was called “River Street” (1873 map) and that is called “Nay Aug Avenue” on the 1888 map; the name “Dreater” is painted on an upper level of the building



Shown here is a portion of the former Von Storch breaker (now a Dreater Coal Company building), near the Lackawanna River at the west end of the Green Ridge Shopping Center, Scranton, PA. Photo taken by the author on June 24, 2007.

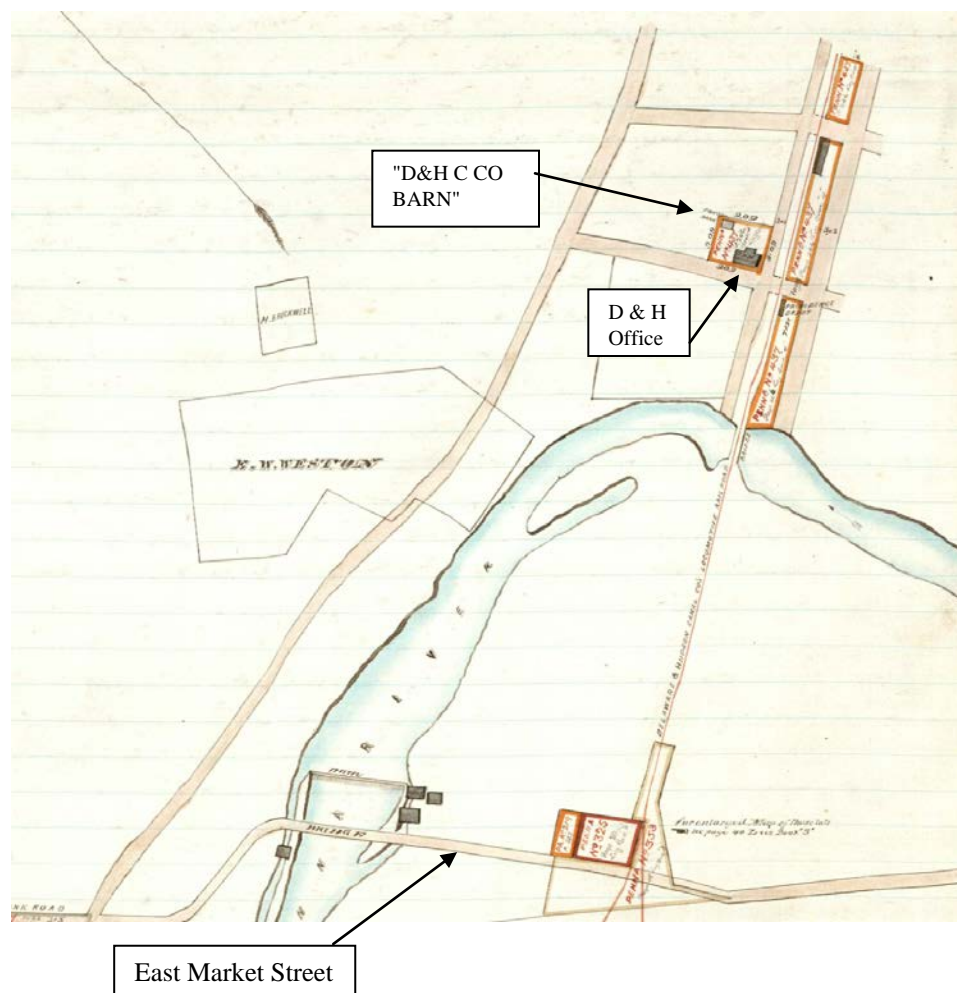
The question still remains: What was the building on the northwest corner of the intersection of Depot Street and the D&H tracks/Wurtz Avenue at Providence? As noted above, there are two buildings on the lot in question (one on the southeast corner of the lot, one on the northwest corner of the lot) on the 1888 *Atlas of the City of Scranton* that are identified as D&H buildings, but not specifically identified.

1012

D&H Office Building on Depot Street in Providence

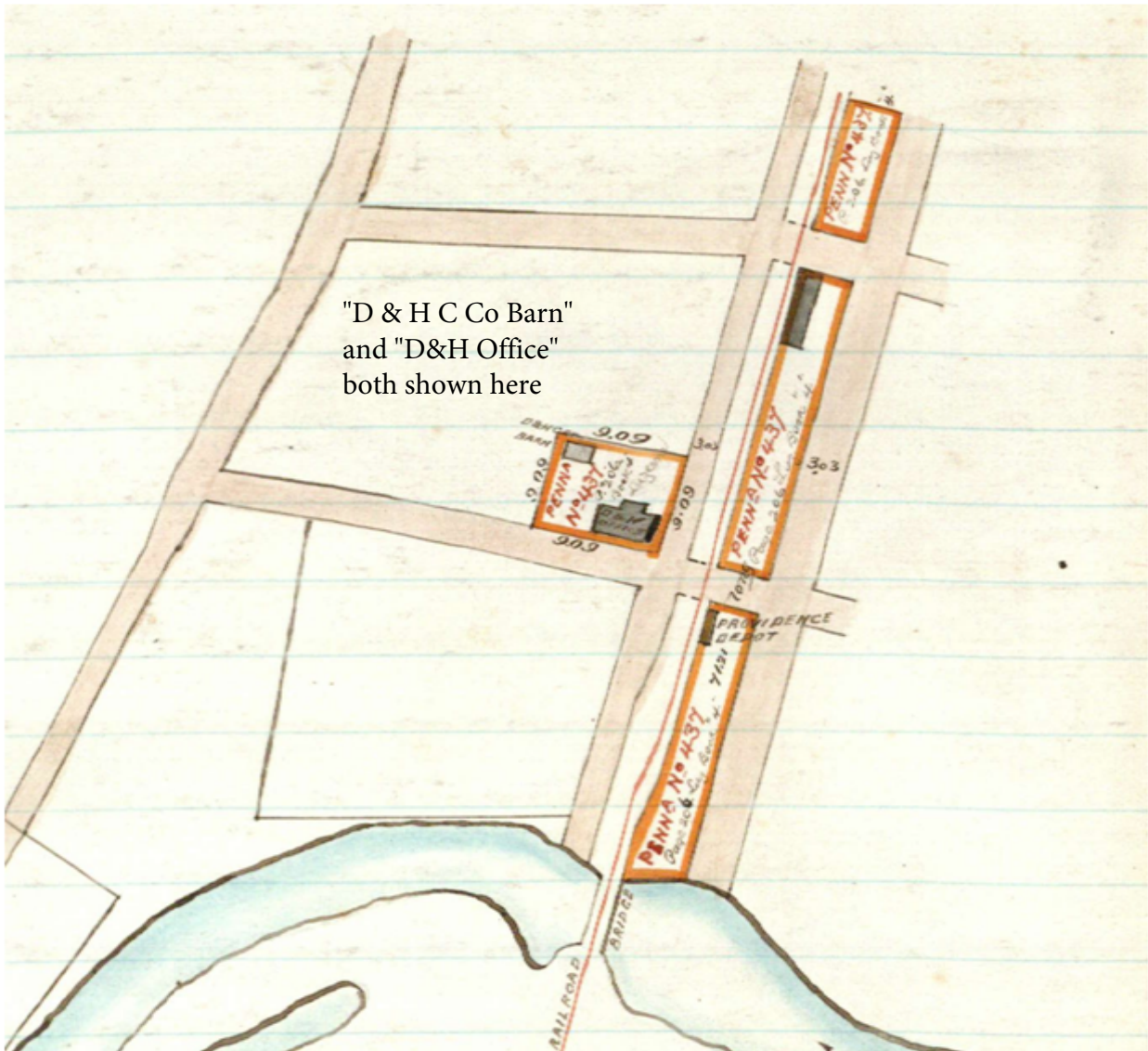
The answer to that question was determined by SRP as he did research in the Luzerne County *D&H Deed Book* in the collection of the Carbondale Historical Society. Therein, on page 226, on the map that was drawn by the D&H to accompany a deed, pp. 227-28, dated August 10, 1859, between David R. Randall and wife and The Delaware & Hudson Canal Company, the two buildings on the lot in question are specifically identified.

The building on the southeast corner of the lot in question, shown below, is specifically identified as "D & H OFFICE." The building at the northwest corner of the lot in question is specifically identified as "D&H C CO BARN." Here are two views of that map:



Closer:

Detail of map on page 226 of Volume II of *Pennsylvania Deeds to D. & H. C. CO. and Others (Luzerne County)*, showing the D&H buildings in the area north of the bend in the Lackawanna River in Providence, in the Depot and Dean Streets area; map drawn to illustrate, among other deeds, D&H deed No. 437 (in Volume IV) of the D&H's Pennsylvania deeds.

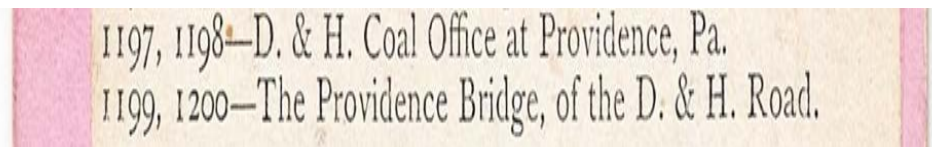


And yet again:



This is the 1873 *D&H Office Building, Providence, PA*, now 305 Depot Street. This building is shown and identified on page 226 of the *Luzerne County D&H Deed Book* (see map above the above photo) in the collection of the Carbondale Historical Society. Photo by SRP on June 24, 2007.

In the L. Hensel series titled "Views along The Honesdale Branch of the New York, Lake Erie & Western Railroad, Photographed and Published by L. Hensel, Port Jervis, N. Y" (see page 139 below) there are four photographs of Providence:



We have never seen those four stereocards. It would not surprise me to learn that views Nos. 1197 and 1198 are the D&H Office Building in Providence that is shown above.



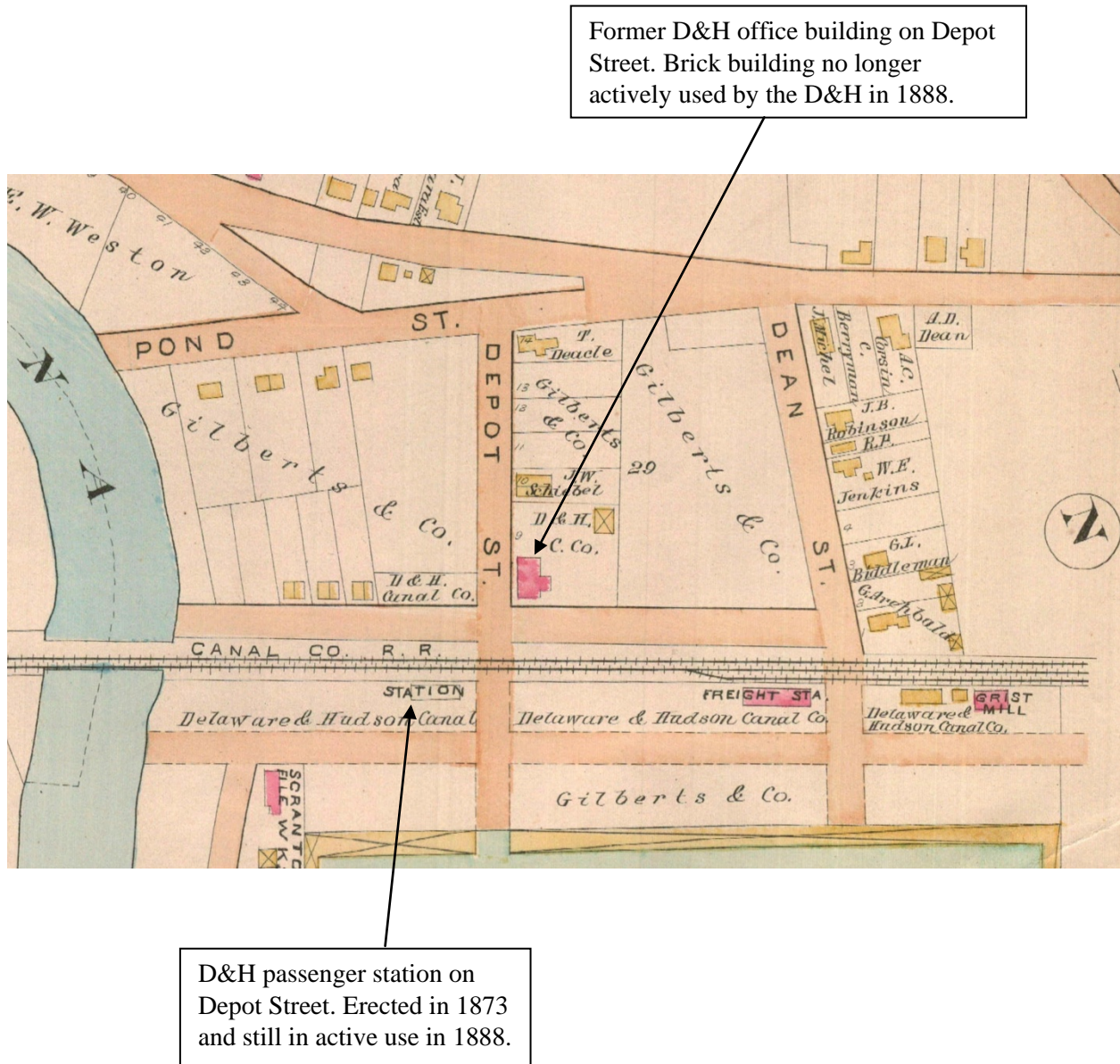
1873 D&H Office Building, Providence, PA

And so the mystery building has been positively identified. Interestingly enough, the deed book wherein the map deed is found on which this building was identified was kept, in all probability, in this very building for as long as it continued to function as the D&H Office Building. It would be interesting to see the inside of this building which was built by the D&H in the early 1870s.

In the course of some map research at the Lackawanna Historical Society on March 3, 2015, the author, while checking a D&H detail on the D&H Vine Street branch in downtown Scranton in *Atlas of the City of Scranton, Penn'a* (G. M. Hopkins, 1877), chanced to discover, to his great surprise and pleasure, that the "OFFICE / DEL. & HUD CANAL CO." on Depot Street is shown on that map. A detail from that map, showing the D&H office building on Depot Street, is given below. The building, in all probability, was built in 1873.



This building is shown on *Atlas of the City of Scranton and Borough of Dunmore Pennsylvania*, L. J. Richards & Co., Philadelphia, 1888, but the building at that time no longer served as the D&H Office Building. By that time, the office operations of the D&H may well have all be consolidated in Carbondale. The D&H passenger station on Depot Street was still actively used in 1888. Here is the Depot Street area of Providence in 1888:



Regarding the abutments that supported a rail line through the Dean and Depot Streets area, probably in the late nineteenth and early twentieth centuries (one is shown in the photo given herebelow):



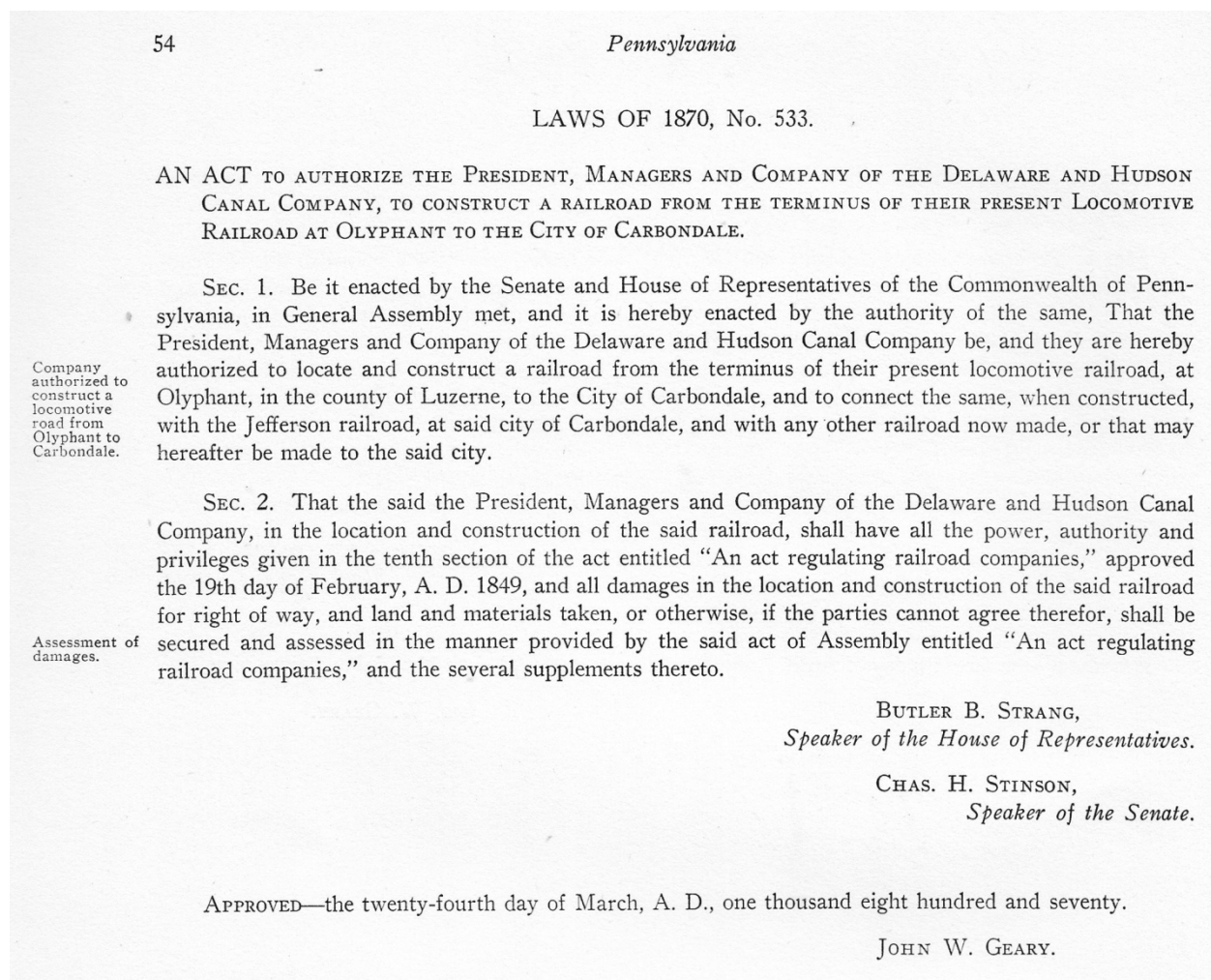
In a conversation on April 26, 2009, the author learned from John Buberniak that these abutments (one is shown here to the right of the D&H rail line) supported the O&W rail line. In the view given above, we are looking south, from a point north of Dean Street. The D&H bridge across the Lackawanna River just south of Depot Street is shown in the middle of the photograph; one of the former D&H freight houses is shown to the left of the tracks. The former D&H office building, on Depot Street, to the right of the tracks in this photograph, is obscured by the trees along the tracks. The O&W trains that passed through this area, headed south, were on their way to the O&W station near the Market Street bridge and then farther south to the O&W passenger station, "down in the gulch, at the level of the Lackawanna River, below the CNJ station at Lackawanna Avenue in Scranton."

Locomotive Line Carbondale to Valley Junction

Having had a good look around from the foot of Plane No. 23 at Olyphant to Lackawanna Avenue for the period 1860-1894, we must now focus our attention on the Valley Road from the city of Carbondale south to Valley Junction

The legislation that authorized the construction of this portion of the Valley Road was approved by the legislature of Pennsylvania on March 24, 1870: *Laws of 1870*, No. 533: An Act to Authorize the President, Managers and Company of the Delaware and Hudson Canal Company, to Construct a Railroad from the Terminus of Their Present Locomotive Railroad at Olyphant to the City of Carbondale, approved March 24, 1870.

Here is the text of that legislation:



The D&H appropriated \$650,000 in 1870 to construct a locomotive road from Carbondale to Olyphant and to add a second track to the existing road between Olyphant and Green Ridge. In *Century of Progress*, we read:

"... appropriations for 1870, made on March 26: on the recommendation of President Dickson, \$650,000 specifically for constructing a locomotive road from Carbondale to Olyphant and adding a second track to the locomotive road between Olyphant and Green Ridge." (p. 230)

In April 1870, numerous railroad contractors were to be seen in Carbondale, looking after the work soon to be let on the new locomotive road between Carbondale and Olyphant. In the *Carbondale Advance* of April 20, 1870, p. 3, we read:

"Railroad Contractors. / Numerous Railroad contractors have been in town recently looking after the work soon to be let on the new locomotive road between our town and Olyphant. / When the work is commenced it will undoubtedly be pushed forward with great energy." (*Carbondale Advance*, April 30, 1870, p. 3)

Proposals for constructing the new locomotive road were to be submitted to D&H Chief Engineer, O. D. Shepherd. The route of the new road and a preliminary timeline for its construction were published in the *Carbondale Advance* of May 14, 1870. Construction of the new road would require about one year.

"Railroad Letting. / O. D. Shepherd, Esq., Chief Engineer, advertises by Handbills for Proposals for Grading &c., on the New Locomotive line of Railroad between Carbondale and Olyphant. The distance is about twelve and one-third miles. Proposals will, we believe, be received until noon on Wednesday, May 18th inst., at the Engineer's office in this city. / In regard to the route, the *Morning Republican* of Saturday, May 7th, says: / DEL. & H. C. Co.'s R. R.—the stakes are already driven to mark the route of the locomotive road that the Del. & H. C. Co., propose to build from Olyphant to Carbondale. The road will diverge from the old road at Ely's bridge, Priceville, below Olyphant, and, after crossing the river near this point, will follow the east bank of the Lackawanna to Carbondale, leaving Pecktown to the left, and passing through the romantic little place once made attractive by L. S. Watres, Esq., now of this city, and known as Mt. Vernon. The gravity road will still be used for the transportation of coal, while the passenger and freight traffic will seek the new route [emphasis added]. The work will be let this month, and the road will be completed in about one year." (*Carbondale Advance*, May 14, 1870, p. 3)

Not surprisingly, the Gravity line from Olyphant to Carbondale, an in-place and very effective system for transporting coal, would continue to be used to transport coal from Olyphant to Carbondale. Passenger and freight traffic would move on the new steam line.

On Monday, May 23, 1870, the contracts for the construction of the Valley Road from Carbondale to Olyphant were declared off at the office of D&H president, Thomas Dickson, in Scranton. The good reputation of the D&H "for sure and prompt pay" greatly increased the number of bidders for these contracts:

"Railroad Letting. / A large number of Proposals were received at the Del. & Hud. Canal Co.'s office here on Wednesday of this week, for work on the different sections the New Locomotive road between our town and Olyphant. This road will make full locomotive connection between Carbondale and Scranton. The high reputation of the company for sure and prompt pay, greatly increased the number of bidders, and the anxiety of contractors to secure work. / Contracts, we are informed, will be declared off at the office of Thomas Dickson, Esq., President of the Company, at Scranton, on Monday next." (*Carbondale Advance*, May 21, 1870, p. 3)

The winning bids were publicly announced in the *Carbondale Advance* of May 28, 1870:

Railroad Letting. / We learn that the contract for the Grading and Masonry on the New Locomotive Road to Olyphant has been awarded to Adam Driesbach, for the entire line, and the Trestling all to Johnson & Cooper—Henry Johnson residing in this city, and Geo. Cooper residing at Waymart. / The successful men all understand their business, and will no doubt drive their work with skill and energy." (*Carbondale Advance*, May 28, 1870, p. 3)

Work on the new line began in early June 1870:

"The Railroad South / Work is commencing on the new Locomotive Railroad to Olyphant. The grading and mason work of Mr. Driesbach's contract, are to be completed by the 1st of March next." (*Carbondale Advance*, June 4, 1870, p. 3)

Mr. Driesbach sublet several sections of his contract for grading and masonry on the new locomotive road, as follows:

Sub-Contracts. / We learn that Mr. Driesbach has sublet Sections 1 and 2 on the New Locomotive R. R. to Olyphant to F. Blair & Son, and Section 7 to Wm. Rhoads. / Mr. Driesbach has himself broken ground and commenced work near Mr. Vernon, F. Blair & Son near Olyphant, and Mr. Rhoads near Gibsonburg. / The past week has been an unfavorable one, from the heat and frequent showers." (*Carbondale Advance*, June 11, 1870, p. 3)

Sub Contract. / We learn that Mr. Driesbach has let three sections of the Del. & Hud. Locomotive extension R. R. at this end of the line, to Mr. B. F. Filmore of Scranton. These sections extend from the terminus of the Jefferson Road in this city, to Gibsonburg, or about 4 miles. Work has been commenced upon it, and is also progressing at other points along the line." (*Carbondale Advance*, July 23, 1870, p. 3)

Henry Gramer (he and his wife resided at 6 Bronson Place, Carbondale), who began working for the D&H in 1869 and continued to do so until July 1, 1932 when, at the age of 75 years, he retired from active service after 63 years in the same gang in the Bridge and Building Department, in his biographical portrait that was published in the April 1, 1933 issue of *The Delaware and Hudson Railroad Bulletin*, pp. 51-52, noted that all of the stone required for the entire division was quarried at Racket Brook. In that biographical portrait we read:

"All the stone required for the entire division was quarried at what is now Racket Brook, a mile out of Carbondale. Blocks up to 5 tons in weight were loaded onto the little gravity cars and brought down to a point back of the old car shop where they were transferred to steam road cars for further handling."

Railroad construction was underway, both north and south of Carbondale, in September 1870:

"The New Railroads. / Work is progressing upon every section of the new Del. & Hud. R. R., between our city [Carbondale] and Olyphant. Tracklaying on the Jefferson, North of us, is nearly completed." (*Carbondale Advance*, September 17, 1870, p. 3) (The Jefferson Branch of the Erie Railroad will be the subject of Volume XI in this series.)

By late April, 1871, the construction train on the Valley Road was about to pass down the line about three miles, and it was anticipated that the line would be in running order in less than three months:

"The Extension South. / The work upon the Valley R. R. is progressing below us. The construction train, headed by the locomotive, can now pass down about three miles. / It is believed that the road can be completed, and got in running order in less than three months." (*Carbondale Advance*, April 29, 1871, p. 3)

By late May, 1871, the rails on the new railroad south were laid as far as Mt. Vernon:

"Railroad Progress South. / The rails upon the Railroad South of our town, we learn, are laid as far as Mt. Vernon, below Archbald." (*Carbondale Advance*, May 20, 1871, p. 3)

Railroad expansion was in the air. Work on the D&H line south of Carbondale was being pushed energetically, and rail connections, to the north, were being secured:

“Farther Railroad Connections. / The officers and agents of the Del. & Hud. C. Co. are not only pushing the work on their Locomotive extension South of us energetically, but are securing still farther important connections North, even beyond the Rensselaer [sic] and Saratoga road.” (*Carbondale Advance*, June 17, 1871, p. 3)

By late June 1871, the new locomotive extension south from Carbondale to Valley Junction was connected to the 4-mile steam road from Valley Junction to Providence. Ballasting and the installation of rails of several different gauges remained to be completed on the section from Carbondale to Valley Junction:

“The Rails Connected. / We believe the rails are already connected, at Olyphant, between the new Locomotive extension South and the old line. A through trip by Locomotive is talked of for July 4th. Regular trains can however be run hardly as soon as that, as there will be considerable work of ballasting and filling up yet to be done. Third rails, and even fourth rails are also to be laid, to accommodate cars of the several different gauges. This will also need to be done North of us, as far as Albany. Through trains from Albany for Carbondale, and South, can not be expected probably before October.” (*Carbondale Advance*, June 24, 1871, p. 3)

Three days before the opening of the Valley Road from Carbondale to Scranton, the following tribute to the Gravity Railroad was published in the *Carbondale Advance*:

“A Word for the Gravity Road. / Now that the large travel by rail from our town is about to be transferred from the Gravity Road to the Locomotive Road, we cannot forebear a tribute to our old friend, The Gravity Railroad Passenger Train, that has served us so long so well. Commencing in the Fall of 1859, and soon attracting a patronage that required two Passenger Trains each way, daily, and carrying during the past year, over 100,000 passengers, it has been one of comfort and perfect safety. The most serious accident to a passenger we believe that ever occurred was the dislocation of an elbow by putting it out the window and hitting it against a bridge. No mode of transportation in this or any other country can present a better record of comfort and safety. Our cars too, seated Omnibus fashion, were very social cars, not at all exclusive or aristocratic, but favoring free and general conversation for the interest or amusement [sic] of all in the car. They made pretty good time, too, accomplishing the 16 miles in a little more than an hour and affording frequent and agreeable transitions by means of the inclined planes from valley to mountain scenery. They were a great improvement upon the old stage coach, but they in turn, having served their day, must give place to something faster, more noisy, and more fully up to the times. We welcome the Locomotive, with its proud energy, and its defiant shriek, that seems to say, ‘Come one, come all, I am sufficient for all you can pile on the train.’ But still we insist that the less pretentious and more modest Gravity Road Passenger Train should be kindly remembered.” (*Carbondale Advance*, July 1, 1871, p. 3)

The admirable safety record of the D&H Gravity Railroad (mentioned in the above article) was a matter of considerable pride to the D&H. All railroads, not surprisingly, offered regular public statements about their safety record. In the June 3, 1876 issue of the *Carbondale Leader*, the Erie Railroad made the following public statement:

“The Erie Railway Company claims that it has not killed a single passenger during the past year whose life might not have been saved if he had taken ordinary care of himself.” (*Carbondale Leader*, June 3, 1876, p. 3)

In June, 1871, D&H president Thomas Dickson, Superintendent R. Manville, who constructed the Valley Road, and S. A. McMullen made a trip of inspection over the new road in the Gravity passenger car, *Monitor*, drawn by the *C. P. Wurts*:

"In June, 1871, President Thomas Dickson, Superintendent R. Manville, who constructed the valley road from Carbondale to Valley Junction, and S. A. McMullen, his assistant, made a trip of inspection over the road from Scranton to Carbondale. They used the Gravity passenger car "Monitor," drawn by engine "C. P. Wurts," I. J. Wint engineer, who began firing on the "Major Sykes" in 1866, and who was promoted to engineer of the "Wurts" in 1868. The car was in charge of John Copeland, Gravity passenger brakeman, now the D. & H. yardmaster in Carbondale yard. This was the first movement of a passenger car over the locomotive road between Scranton and Carbondale." (*1890s Summary*)

The public announcement of the opening of the "Locomotive Road South" was published in the Saturday morning, July 1, 1871 issue, p. 3, of the *Carbondale Advance*:

“Opening of the Locomotive Road South. / The New Locomotive Railroad South of our town, is to be fully opened on Tuesday next, July 4th, 1871. On that day four trains will be run each way. / They will leave the new [emphasis added] Dundaff Street Depot in this city, for Scranton and intermediate points, at / 7.40 A.M. / 10.30 A.M. / 12.40 P. M. / 5.30 P. M. / Leave Scranton for Carbondale at 7.30 A.M. / 9.25 A.M. / 2.00 P.M. / 4 P.M. / Trains will stop at eight stations in the sixteen miles, and the running time between Carbondale and Scranton will be just one hour. / After the Fourth, the Passenger Train will run from Dundaff street Depot--7.40 A.M., and 12.40 P.M. Leave Scranton on return at 9.25 A.M. and 4.00 P.M.—running time each way one hour. Time table will be given in full in next issue.”

The importance of this new rail line for the future of the city of Carbondale was immediately recognized by the *Carbondale Advance*, and the following editorial statement from that paper was published in the same issue and on the same page of the *Carbondale Advance* as the announcement of the opening of the line given above:

“The New Opening. / The opening of the New Locomotive Railroad to Scranton on the coming Fourth, is a first class event for our town. It has been looked forward to for many years with great interest, often with hope, but often under discouraging indications, with despair. This and the Railroad north [the Jefferson Branch of the Erie Railroad], previously opened, were considered advantages immensely desirable but many predicted them to be utterly unattainable in our day and that none but the foolishly sanguine would expect them. To the gratification of our business men, our citizens, and all well-wishers of this pioneer town of the Northern Coal Field, the Locomotive has reached us from both the North and the South, and we find ourselves to day fully connected by the Iron Rail and the Iron Horse with the rest of the business world. But even more than this, the route through our town is destined to be one of large business, and to rank from the extensive connections already secured by the forecast and energy of the officers of the Del. & Hud. C. Co., as one of the great thoroughfares of the country [emphasis added]. The opportunity for a healthy and even rapid growth of our town is now presented, and can be secured by the introduction of many kinds of manufactures for which there are peculiar advantages. If our people do not perceive these advantages and improve them, doubtless others will.” (*Carbondale Advance*, July 1, 1871, p. 3).

Tragically, on Wednesday, June 28, 1871, less than a week before the official opening on the Valley Road, a 14-year old boy, as he attempted to get on a coal train on the new locomotive road, slipped and fell between the cars and was instantly killed:

“Fatal Accident. / We learn that Patrick Carroll, a lad about 14 years of age, and a driver in the mines here, after working hours on Wednesday, attempting to get upon a coal train on the new Locomotive Road, slipped and fell between the cars, and was instantly killed.” (*Carbondale Advance*, July 1, 1871, p. 3)]

On July 3, 1871, a special train, consisting of two coaches, drawn by “C. P. Wurts,” made a trip from Scranton to Carbondale and return. The party consisted of the officials of the road and their families. The next day, July 4, 1871, the road was formally opened to the public.

Here is what took place on opening day, July 4, 1871:

"A train of eight Gravity passenger cars and flats, the latter having been made to do service for the occasion, drawn by the “C. P. Wurts,” in charge of I. J. Wint, engineer, Eugene Hayden, fireman, Alva Daley, conductor, D. D. Blair, baggage and expressman, and Elliot Skeels and John Copeland, brakeman, left the Union station, then located just north of Dundaff street, at 7:40 a.m. Another train, in charge of Engineer Charles Culver, Fireman C. Clark and Conductor S. J. Callender, and drawn by engine “I. N. Seymour,” left Scranton at 7:30 a. m. These trains

passed at Winton, where the only siding on the road at that time was located. These two crews made three trips each way that day. This, of course, was an extraordinary day, and as the volume of traffic did not warrant the running of more than one first-class train, Alva Daley's crew was retained on the passenger." (*1890s Summary*)

Effective July 17, 1871, here is the D&H schedule (Carbondale/Vine Street/Carbondale), which remained in effect until August 10, 1871, when a new schedule took effect.

The two regularly scheduled passenger trains on this schedule consisted of Gravity-gauge passenger cars and ran on the steam line/the Valley Road.

The third train, the accommodation train, ran on the Gravity Railroad (inclined planes and levels).

DELAWARE AND HUDSON R. R.


Takes Effect July 17th, 1871.

TRAINS MOVING SOUTH.

		Pass'r.	Pass'r.	Accom'n.
		A. M.	P. M.	P. M.
Leave	Carbondale,	8.00	12.15	8.00
	Gibsonburg,	8.18	12.28	—
	Archbald,	8.20	12.35	8.40
	Peckville,	8.23	12.43	—
	Olyphant,	8.35	12.50	4.30
	Dickson,	8.40	12.55	4.40
	Providence,	8.45	1.00	5.00
	Junction,	8.50	1.05	5.10
Arrive	Scranton,	8.55	1.10	5.20

TRAINS MOVING NORTH.

		Accom'n.	Pass'r.	Pass'r.
		A. M.	A. M.	P. M.
Leave	Scranton,	7.00	10.20	4.10
	Green Ridge,	7.20	10.25	4.15
	Providence,	7.30	10.30	4.20
	Dickson,	7.40	10.35	4.25
	Olyphant,	7.50	10.40	4.30
	Peckville,	—	10.48	4.38
	Archbald,	8.30	10.56	4.46
	Gibsonburg,	—	11.05	4.55
Arrive	Carbondale,	9.20	11.20	5.10

 The Accommodation Train will run on the Gravity Road, as heretofore, until further notice.

The 8.00 A. M. and 12.15 P. M. Train connects with the Del., Lack & Western R. R. for New York and the West, and Lehigh & Susquehanna R. R. at Green Ridge, and Lackawanna & Bloomsburg R. R. at Scranton, for Wilkes-Barre and points South.

Connecting Trains on Delaware, Lackawanna & Western R. R. wait 20 minutes, and the 4.10 P. M. Train waits for Delaware, Lackawanna & Western 30 minutes, if the Trains on either Road are behind time.

R. MANVILLE Supt,

The 8 A.M. and the 12:15 P.M. passenger trains ran on the D&H steam line, which is the schedule given here. This we know from the fact that Gibsonburg (later known as Jermy) and Peckville were not stops on the Gravity Railroad—but they were on the steam line.

The accommodation train ran on the Gravity road, where Gibsonburg and Peckville were not stops.

"Scranton" here means "Vine Street"

"Scranton" here means "Vine Street"

"The Accommodation Train will run on the Gravity Road, as heretofore, until further notice."

The D&H tracks had not yet been extended from Vine Street to the DL&W depot on Lackawanna Avenue/

About this schedule, we read the following in the 1890s Summary:

"The schedule, issued July 17th, 1871, provided for two passenger trains each way daily, and an accommodation train. A foot note conveys the information to the public that connecting trains on the Delaware, Lackawanna & Western Railroad wait twenty minutes, and the 4:10 p. m. train (D. & H.) waits thirty minutes, at Scranton, if the trains on either road are behind time. Three gauges were originally laid on the locomotive road, the Gravity gauge, the standard, or 4 ft. 8 ½" gauge and the 6-foot gauge, the latter to accommodate Albany & Susquehanna, Erie, and D. L. & W. cars. Gravity passenger cars were used for passenger service until August, 1871. . ." (*1890s Summary*)

The new locomotive road was an immediate success with the traveling public. By the second week of August, an additional passenger train to and from Scranton, with improved cars and improved time, was added to the schedule. Passenger trains from Carbondale departed from the new Dundaff Street station and, effective August 10, 1871, went directly to the Delaware, Lackawanna & Western depot on Lackawanna Avenue in Scranton.

Here is the new time table, which went into effect on August 10, 1871, as published in the *Carbondale Advance* of October 14, 1871, p. 3 This timetable remained in effect until November 20, 1871, when a new timetable took effect.

DELAWARE AND HUDSON R. R. **Takes Effect August 10th, 1871.**

TRAINS MOVING SOUTH.

	1. A. M.	3. P. M.	5. P. M.	7. P. M.
Carbondale,	8.00	12.00	2.50	3.20
Gibsonburg,	8.16	12.14	3.04	
Archbald,	8.25	12.22	3.12	4.00
Peckville,	8.35	12.30	*3.20	
Olyphant,	8.42	12.37	3.26	4.50
Dickson,	8.52	12.43	*3.32	5.00
Providence,	8.59	12.48	3.37	5.20
Green Ridge,	9.04	12.50	3.40	5.30
Scranton,	9.10	12.55	3.45	5.40
D. L. & W. Depot,	9.15	1.00	3.48	

TRAINS MOVING NORTH.

	2. A. M.	4. P. M.	6. P. M.	8. A. M.
D. L. & W. Depot,	10.00	1.35	5.00	
Scranton,	10.05	1.38	5.05	7.00
Green Ridge,	10.10	1.43	5.10	7.20
Providence,	10.13	1.45	5.15	7.30
Dickson,	10.18	*1.50	5.20	7.40
Olyphant,	10.23	1.55	5.23	7.50
Peckville,	10.30	*2.00	5.33	
Archbald,	10.33	2.03	5.43	8.30
Gibsonburg,	10.46	2.16	5.53	
Carbondale,	11.00	2.30	6.20	9.20

* Stop only on signal.

All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge.

→ The Freight Train (Nos. 7 and 8) will run on the Gravity Road, as heretofore, untill further notice.

R. MANVILLE, Supt.

Note the station stop at Gibsonburg on passenger trains Nos. 1-6, and the "on signal" passenger stops at Peckville and Dickson on Trains 4 and 5. Trains Nos. 1-6 were made up of standard-gauge cars and ran on the Valley Road. The daily freight trains, Nos. 7 and 8, were made up of Gravity-gauge cars and ran, of course, on the Gravity line, which did not have station stops at Peckville and Gibsonburg, nor at the DL&W depot.

Beginning August 10, 1871, the D&H passenger cars from Carbondale to Scranton were standard-gauge cars which ran on the Valley Road all the way to the DL&W depot on Lackawanna Avenue.

"The Freight Train (Nos. 7 and 8) will run on the Gravity Road, as heretofore, until further notice."

About this new time table, we read the following in the August 12, 1871 issue of the *Carbondale Advance*:

“The New Time Table. / R. Manville, Esq., Supt. of the Del. & Hud. R. R. has given us this week, commencing on Thursday, an additional Passenger Train to and from Scranton, with improved cars and improved time. / Trains by Locomotive road, now leave Carbondale, (Dundaff st. Depot,) at 8 A.M., 12 noon, and 2.50 P.M., and Freight by Gravity road, at 3.20 P.M. / Trains leave Scranton (Del. Lack. & W. Depot) by Locomotive road at 10 A.M., 3.35 P.M., and 5 P.M., and Freight train, by gravity road, at 7 A. M. / These frequent and fast trains greatly subserve the convenience and interests of our people and of our town, and will be appreciated. / The present admirable arrangement also furnishes us with N. Y. and Philadelphia mails for which we have formerly waited until tea time, at 2.30 P.M. Altogether, it is a great step in advance opening up a new era for our town.” (*Carbondale Advance*, August 12, 1871, p. 3)

From the *1890s Summary*, we learn the source of these standard-gauge passenger vehicles on the D&H Valley Road:

"Gravity passenger cars were used for passenger service until August, 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars, were obtained from the Rensselaer & Saratoga Railroad Company. The Albany & Susquehanna Railroad was six-foot gauge, and, in order to get these cars to Carbondale, they were transported to Canandaigua via Lackawanna & Bloomsburg, thence to Carbondale over the Delaware & Hudson's own tracks. The passenger train was then made up of these two cars and a box car, with a door in each end, served as a baggage car. . . One of the Rensselaer [sic] & Saratoga cars, referred to above, is now in use on the construction train, and is marked "Construction Car No. 1." Coach No. 3 was sent here from the R. & S. road in December, 1871. Baggage car No. 4 was sent to Carbondale in the spring of 1872. These cars are still in use on the Pennsylvania division." (*1890s Summary*)

The opening of the Valley Road from Carbondale (Dundaff Street station) to Scranton (DL&W depot) was an event of great importance in the history of the City of Carbondale and of the Lackawanna Valley. In the *1890s Summary*, we read:

"In. . . 1871, the line between Carbondale and Valley Junction (Priceburg), distance 12.26 miles, was built and connected with the road from Valley Junction to Scranton. This marks an epoch in the history of the Lackawanna valley, and the names of the men to whose foresight and energy these results were due should be kept green and they deserve to live in the memories of future generations as the great benefactors of the Anthracite City."

The first steam engines in D&H standard-gauge passenger service on the Valley Road and the engineers who ran them are as follows:

"The "R. Manville," engine No. 10, was the first standard-gauge engine assigned to passenger service and I. J. Wint, what had until then hauled the passenger train with the "C. P. Wurts," ran the "R. Manville" until November, when she was put into the shop at Green Ridge for general repairs, and Engineer Benscoter, who was transferred to Carbondale in October, was given the passenger train run with engine No. 7. When the "R. Manville" came out of the shop, in the spring of '72, Engineer Benscoter was placed in charge of her, and has run her ever since, except at intervals when she has been laid up for repairs. No. 10 has been rebuilt once, and it is now one of the best passenger engines owned by the company." (*1890s Summary*)

On the question of freight service on the Valley Road, we read the following in the *1890s Summary*:

"It naturally took some time for the freight traffic to develop to the proportions that it has since 1871. No schedule freight train was run at first, and the passenger hauled what was offered. When more had accumulated than she could handle conveniently, a train of freight was made up. E. N. Gilbert was the name of the first freight conductor; he continued as such until his death."

Remarkably, the first freight moved over the Valley Road was the Crystal Lake steamboat, *The Lady of the Lake*. In the 1890s Summary we read:

"Probably the first freight moved over the road was the small steamer, "Lady of the Lake," brought from Scranton to Carbondale on the construction train in June, 1871, prior to the opening of the road.

There are two articles in the June 24, 1871 issue of the *Carbondale Advance* about this interesting freight shipment over the Valley Road in June 1871:

"A Steamboat in Carbondale. / It is told in the early days of Carbondale, when it was growing with astonishing rapidity, a sanguine old gentleman from a neighboring town predicted that 'Carbondale would get to be a *seaport town yet*.' We believe the worthy old man is now deceased, but had he been living he might in fact have seen a steamboat here this week—certainly one step toward the verification of his prediction." (*Carbondale Advance*, June 24, 1871, p. 3)

"The Crystal Lake Steamboat. / This pleasure craft which is destined to add to the happiness and enjoyment of thousands at Crystal Lake, has arrived—coming from Green Ridge over the new locomotive Railroad. It is the property of the Crystal Lake Steamboat Co., costing we believe, about \$2,500. A small fare will be charged pleasure seekers for steaming them over the crystal surfaces of the Lake, and they will pay it cheerfully, rejoicing in the opportunity. / The officers of the Steamboat Company are George Simpson, President, J. B. Van Bergen, Sec. and Treasurer. Directors, Messrs. James Dickson, J. B. Van Bergen, Geo. Simpson, M. B. Posten and Lewis Pughe." (*Carbondale Advance*, June 24, 1871, p. 3)]

The Lady of the Lake was launched on Crystal Lake on Thursday, June 29, 1871, when between thirty and forty members of the highest level of D&H management and their ladies, together with the social elite of Carbondale, made the circuit of Crystal Lake in nine minutes:

“The Lady of the Lake. / This beautiful little steamer was launched upon the bright surface of the Crystal Lake, its destined home, about 5 miles from our town, on Thursday afternoon, and made several successful trial trips. Messrs. Thomas Dickson, President, and C. F. Young, Gen. Supt. of D. & H. C. Co., Hon J. B. Van Bergen, Geo. Simpson, one of the proprietors of the Crystal lake Property, A. B. Durfee of our town, and O. P. Phinny of Dundaff, were on a first trial. Subsequently these same gentlemen accompanied by their ladies, and Messrs. A. Watt, James Stott, H. M Boies , and their ladies, James Dickson and others, numbering between thirty and forty, made the circuit of the lake, the little craft accomplishing the distance, between two and three miles in *nine* minutes, exhibiting a speed of from 12 to 15 miles per hour. / The Crystal Lake Steamboat enterprise, thus inaugurated, will be a success.” (*Carbondale Advance*, July 1, 1871, p. 3)]

There are twelve "Views of Crystal Lake" in the Hensel series titled "Views along THE HONESDALE BRANCH OF THE NEW YORK, LAKE ERIE & WESTERN RAILROAD, Photographed and Published by L. HENSEL, PORT JERVIS, N. Y. 1879." Those views are Nos. No. 1201-1212:

VIEWS ALONG
**THE HONESDALE BRANCH OF THE
 NEW YORK, LAKE ERIE & WESTERN RAILROAD,**

Photographed and Published by
L. HENSEL, PORT JERVIS, N. Y.

No. 1209

- 650—Millville Station, Pike Co., Pa., with train.
- 651—Millville Station, seen from across the canal.
- 652—Millville, seen from Deming's Rock.
- 653—View down the Lackawaxen, from above Millville.
- 654—View above the dam at Millville.
- 655—The Deming House, Millville, Pike Co., Pa.
- 656, 657—Views in Schimer's Cut, above Millville.

VIEWS OF HONESDALE, PA.

- 963—View down Main Street from uptown Bridge.
- 964—View up Main Street from Basin Bridge.
- 955—View up Second Street with Foliage on Trees.
- 966—View down Second Street.
- 967, 968—The Promenade around the Park.
- 969—The Fountain and Monument in the Park.
- 970—View up Ninth Street to Main Street.
- 971—View up Tenth Street from Main Street.
- 972—Irving's Cliff seen from Main Street Bridge.
- 973—Head of No. 13 Plane seen from D. & H. Highworks.
- 974, 975—Coal Screens on Del. & Hud. Canal Docks.
- 976, 977—Steam Coal Shovel on the D. & H. Coal Docks.
- 978—Iron Bridge over the D. & H. Canal Basin.
- 979—Tenth Street and the Lower Ledge.

VIEWS OF CARBONDALE, PA.

- 1191—View down Main Street, from Del. & Hud. Office.
- 1102—Highworks of the D. & H. Road across Dundaff St.
- 1193, 1194—Views of St. Rosas Academy.
- 1195—The Grotto of the Holy Virgin at St. Rosas Academy.
- 1196—Del. & Hud. Machine Shops and foot of No. 1 Plane.
- 1197, 1198—D. & H. Coal Office at Providence, Pa.
- 1199, 1200—The Providence Bridge, of the D. & H. Road.

→ VIEWS OF CRYSTAL LAKE,

2400 feet above Tide Water, Susquehanna County, Pa.

- 1201—Crystal Lake House, seen from the road.
- 1202—Crystal Lake House, seen from above the Lake House.
- 1203—The Lake House, seen from the Boat Landing.
- 1204—Crystal Lake Grove, seen from the Landing.
- 1205—View up the Lake from below the Landing.
- 1206—Starting out for a row on the Lake.
- 1207—The Boat House and Crystal Lake.
- 1208, 1209—Views on the East Shore of Crystal Lake.
- 1210—The Lady of the Lake starting from the Boat House.
- 1211—The Grove and Steamer seen from across the Lake.
- 1212—The Lake House seen from across the Lake.

"VIEWS OF
 CRYSTAL
 LAKE, 2400
 feet above
 Tide Water,
 Susquehanna
 County, Pa."

Original copies of ten of the stereocards in Hensel's Crystal Lake series are in the archives of the Carbondale Historical Society: Nos. 1201, 1202, 1203, 1204, 1206, 1207, 1209, 1210, 1211, and 1212. On three of those cards (Nos. 1210, 1211, and 1212) the Crystal Lake steamboat, the *Lady of the Lake*, is shown:

Hensel stereocard, No. 1210: "The Lady of the Lake starting from the Boat House."



Hensel stereocard, No. 1211: "The Grove and Steamer seen from across the Lake."



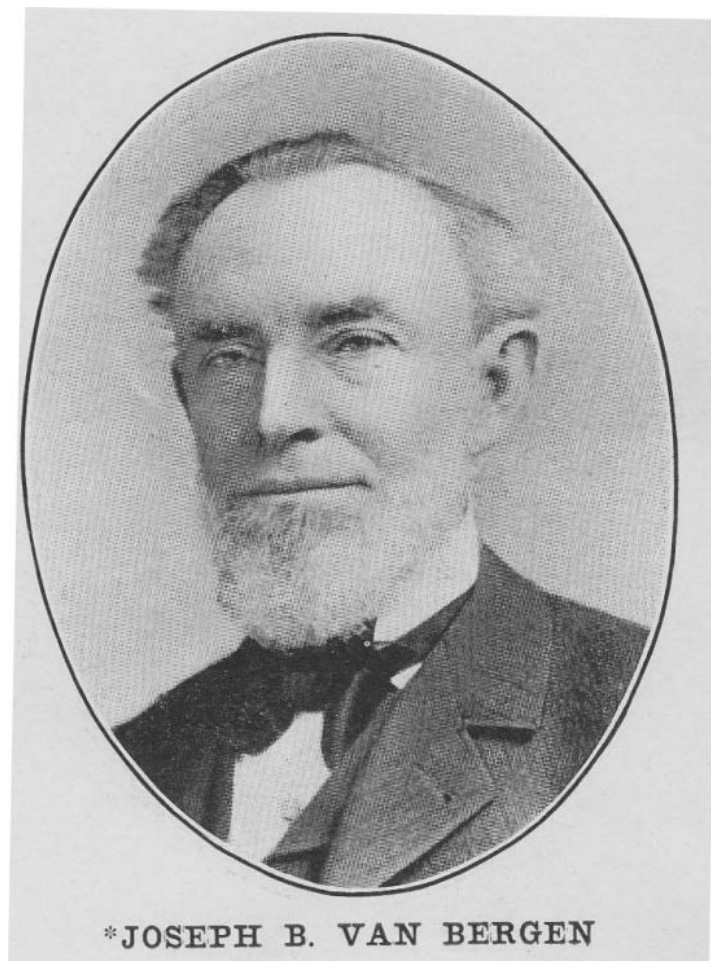
Hensel stereocard, No. 1212: "The Lake House seen from across the Lake."



The officers of the Crystal Lake Steamboat Company were George Simpson, President, J. B. Van Bergen, Secretary and Treasurer. Directors: Messrs. James Dickson, J. B. Van Bergen, Geo. Simpson, M. B. Posten, and Lewis Pughe.

Joseph B. Van Bergen, Secretary and Treasurer:

"Joseph B. Van Bergen / Born Bainbridge, N. Y. Feb. 28, 1828. Married Mary Helen Dickson August 1890. Manufacturer, Carbondale, Pa.: (Photograph, p. 39, and biographical sketch, p. x, in Dwight J. Stoddard's *Prominent Men*, 1906)



Lewis Pughe, Director

The biographical portrait of Pughe that is given on page iv of *Stoddard* reads as follows: "Born Wales March 5, 1820. Educated Public Schools. Married Mary M. Mason, Jan. 13, 1845. Merchant. Associate Judge at Carbondale. Member of Penna. Legislature, 1860-1862. First President Board of Trade Scranton. Mem. Constitutional Convention of Penna. 1873. School Dir. and Poor Dir. In Scranton for years. Pres. Pittston Stove Co. Dir. Third Nat. Bank. Member Official Board M. E. Church."

Here is the photograph of Lewis Pughe that is given on page 14 of Dwight Stoddard's 1906 *Prominent Men*:



*LEWIS PUGHE

J. L. Chapman was the first train dispatcher on the Valley Road. About Chapman and the dispatchers on the Union Railroad, we read the following in the *1890s Summary*:

"J. L. Chapman was the first train despatcher employed by the company to operate trains over the Valley Road, and he combined with the operating of trains, the duties of ticket agent at the Carbondale union station for about four years of his tenure. D. & H. trains on the Union Railroad were looked after by a despatcher at Green Ridge [emphasis added], the Jersey Central running their own trains over that line. Amos Caryl had charge of the movement of trains, and the maintenance of track, under the instructions of the superintendent between Union Junction and foot of 23, with headquarters at Green Ridge, until December, 1878, when he was succeeded by R. W. Kellow as Trackmaster of the Union Road, S. A. McMullen looking after the movement of trains on both the Union and Valley roads."

The first "Master Mechanic of the Valley Road was John E. Bell:

"January 1st, 1872, S. H. Dotterer succeeded John E. Bell as Master Mechanic of the locomotive road at Green Ridge. He moved to Carbondale in 1876, when the new shop was completed, and continued as Master Mechanic until his death, in 1885." (*1890s Summary*)

John Copeland ran the first schedule train on the Valley Road into Carbondale:

"John Copeland, now the Yardmaster at Carbondale, ran the first schedule train into Carbondale. This train ran from Mill Creek to Carbondale in September, 1872, drawn by the *Coe F. Young*, Sam Cobb engineer, Martin Kennedy fireman, William Rosser and James Howells brakemen." (*1890s Summary*).

In July, 1871, Bridget Callahan was killed on the Rail Road at the Latches, two miles South of Carbondale. These latches were located at the junction of the Gravity light track and the Gravity loaded track at Bushwick Junction, which was about one mile south of the intersection of the Gravity road and the Valley Road at Lookout Junction:

"Sad Accident. / On Thursday, Miss Bridget Callahan, aged 21 years, daughter of Thos. Callahan of Carbondale township was killed on the Rail Road at the Latches. She was walking on the Track, and seeing a train of loaded cars coming, stepped upon the empty track as a train of empty cars were approaching, when [which] she did not see or hear. She was knocked down, and terribly mangled, and lived but short time afterward." (*Carbondale Advance*, July 15, 1871, p. 3)

In the D&H timetable that took effect on November 20, 1871, as published in the *Carbondale Advance* of November 25, 1871, p. 3, the daily freight train ran only between Olyphant and

Scranton (Vine Street), and it did so, "until further notice," on the Gravity-gauge tracks that were in place between those two points. From 1859 to the closing of the Gravity line at the end of the nineteenth century, anthracite coal was sent North from Olyphant on the Gravity road.

Here, then, is the D&H timetable that took effect on November 20, 1871, as published in the *Carbondale Advance* of November 25, 1871, p. 3:

DELAWARE AND HUDSON R. R.

Takes Effect November 20th, 1871.

TRAINS MOVING SOUTH.

	1. A. M.	3. P. M.	5. P. M.	7. P. M. A.C.	9. P. M. A.C.
Carbondale,	8 00	12 40	4 30	7 00	
Gibsonburg,	8 14	12 54	4 44	7 20	
Archbal,	8 22	1 02	4 52	7 32	
Peekville,	8 30	1 10	5 00	7 45	
Olyphant,	8 37	1 17	5 07	7 55	4 40
Dickson,	8 43	1 23	5 13	8 02	4 56
Providence,	8 43	1 23	5 13	8 10	A. 5.08 L. 5.26
Green Ridge,	8 50	1 30	5 20	8 13	5 30
Scranton,	8 55	1 35	5 25	8 20	5 40
D. L. & W. Depot,	9 00	1 40	5 30		

TRAINS MOVING NORTH.

	2. A. M.	4. P. M.	6. P. M.	8. P. M. A.C.	10. A. M. A.C.
D. L. & W. Depot,	10 40	2 10	6 00	3 05	
Scranton,	10 45	2 15	6 05	3 10	7 00
Green Ridge,	10 50	2 20	6 10	3 22	7 20
Providence,	10 53	2 23	6 13	3 27	7 30
Dickson,	10 58	2 23	6 13	3 37	7 40
Olyphant,	11 03	2 33	6 23	3 50	7 50
Peekville,	11 10	2 40	6 30	4 03	
Archbal,	11 13	2 43	6 33	4 20	
Gibsonburg,	11 26	2 56	6 46	A. 4.24 L. 4.50	
Carbondale,	11 40	3 10	7 00	5 10	

All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge.

The Freight Train will run on the Gravity Road, as heretofore, until further notice.

R. MANVILLE, Supt.

Passenger trains,
Nos. 1-8, ran on the
D&H steam line, the
Valley Road.

"Scranton" here
means "Vine Street"

The freight
trains, Nos. 9
and 10, ran on
the Gravity
Road

"The Freight Train will
run on the Gravity
Road, as heretofore,
until further notice."

DELAWARE & HUDSON RAIL- ROAD TIME TABLE.

Takes effect June 5th, 1872.

Trains move South.

Stations.	No. 1.		3.		5.		7.		9.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Carbondale,	8.30	12.20	6.15	6.30	12.50					
Gibsonburg,	8.44	12.34	6.29	6.48	1.10					
Archbald,	8.52	12.42	6.37	7.00	1.22					
Peckville,	9.00	12.50		7.11	1.33					
Olyphant,	9.07	12.57	6.49	7.20	1.42					
Dickson,	9.13	1.03		7.27	1.50					
Providence,	9.18	1.08	6.58	7.35	1.56					
Green Ridge,	9.20	1.10	7.00	7.38	2.10					
Scranton,	9.25	1.15	7.05	7.45	2.20					
D.L. & W. Depot,	9.30	1.20	7.10							

Trains move North.

Stations.	No. 2.		4.		6.		10.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
D.L. & W. Depot,	10.10	2.00		7.35				
Scranton,	10.15	2.05		7.40		3.40		
Green Ridge,	10.20	2.10		7.45		3.50		
Providence,	10.23	2.13		7.48		3.55		
Dickson,	10.28	2.18				4.08		
Olyphant,	10.33	2.23		7.56		4.20		
Peckville,	10.40	2.30				4.35		
Archbald,	10.48	2.38		8.08		4.52		
Gibsonburg,	10.56	2.46		8.16		5.20		
Carbondale,	11.10	3.00		8.30		5.40		

CONNECTIONS.

No. 7 train, at Green Ridge, with trains on the Lehigh & Susquehanna division of the Central Railroad of New Jersey, for Wilkes-Barre, Penn Haven, Mauch Chunk and Philadelphia. No. 1, at Scranton, with the Del. Lack. & West. Railroad, for Manunka Chunk and Philadelphia, Dover, Paterson, Newark and New York; with the Lack. & Blooms. Railroad, for Plymouth; and at Green Ridge with L. & S. train for Wilkes-Barre.

No. 3 train, at Green Ridge, with through express for Philadelphia, and at Scranton with the D., L. & W. Railroad for the West and East, and the L. & B. Railroad, for Northumberland, Williamsport, Lock Haven, Harrisburg and Baltimore.

At Carbondale, via the Jefferson Branch, with trains on the Erie Railroad East and West.
R. MANVILLE, Sup't.

The Valley Road became, very quickly, an important link with the world beyond the Lackawanna Valley.

In June of 1872, the D&H announced that passengers at the Carbondale D&H steam line depot could sit in "non-conductive" chairs:

"The D. & H. depot at this place [Carbondale] is furnished with non-conductive chairs. Persons who are obliged to wait for trains during a thunder shower can do so in perfect safety." (*Carbondale Leader*, June 15, 1872, p. 3)

On August 6, 1872, F. Porter got on top of a freight car on the Accommodation and Freight train on the Valley Road and at Olyphant was struck by a bridge and knocked unconscious.

"Serious Accident. / Mr. F. Porter, of this city, an Englishman and painter by trade, met with a severe accident at Olyphant, as he was returning home on Tuesday evening's Freight and Accommodation Train. He had got upon the top of a Freight Car and as the train approached a bridge that was over the track, stooped too little to clear it. He was struck on the head by the bridge, and knocked insensible. He was brought home, and medical aid immediately called, but he remained unconscious during the night. / LATER.—On this (Friday) morning, Mr. Porter is still living, and has some prospect of recovery." (*Carbondale Advance*, August 10, 1872, p. 3)

In early October, 1872, Charles Magovern was seriously hurt as he was coupling cars below the depot in Scranton:

"A conductor on the D. & H. C. Co.'s railroad, named Charles Magovern, met with a serious accident in Scranton Wednesday morning. He was engaged in coupling cars below the depot, when one of his hands was caught between the bumpers and the fingers badly smashed." (*Carbondale Leader*, October 5, 1872, p. 3)

Malicious behavior was the cause of a bad accident on the Valley Road near Peckville in November, 1872. Here is the account of that accident that was published in the *Carbondale Leader*:

"On Monday morning the upward bound freight train on the D. & H. Railroad was thrown from the track near Peckville. About half an hour before the down passenger train passed in safety. After the passenger train went south, some rascal had placed a piece of T rail about foot and a half long on the track and fastened it in such a way that the train would be thrown off. The locomotive, tender, and four loaded gravel cars went over in safety, but the two cars behind those were thrown from the track. Very little damage was done, and no one hurt. A scoundrel who is now in State prison placed stones upon the track last year near this place." (*Carbondale Leader*, November 16, 1872, p. 3)

DELAWARE AND HUDSON R. R.

Takes Effect Dec. 16th, 1872.

DAILY TRAIN BETWEEN SCRANTON AND
COOPERSTOWN, SARATOGA SPRINGS,
ALBANY AND TROY, N. Y.

No Change of Cars between Scranton and Albany.

TRAINS MOVING SOUTH.

	1. Pass. A. M.	3. Pass. P. M.	5. Pass. P. M.	7. Acc. A. M.	9. Acc. P. M.
Carbondale,	8.40	12.25	5.45	6.10	12.40
Gibsonburg,	8.52	12.37	5.57	6.30	1.00
Archbald,	9.00	12.45	6.05	6.40	1.15
Peckville,	9.06	12.51	6.11	6.50	1.23
Olyphant,	9.12	12.57	6.17	7.02	1.40
Dickson,	9.18	1.03		7.09	1.50
Providence,	9.30	1.03	6.30	7.16	1.57
Green Ridge,	9.26	1.11	6.34	7.20	2.00
Scranton,	9.30	1.15	6.38	7.28	2.10
D. L. & W. Depot,	9.35	1.20	6.43		

TRAINS MOVING NORTH.

	2. Pass. A. M.	4. Pass. P. M.	6. Pass. P. M.	8. Acc. A. M.	10. Acc. P. M.
D. L. & W. Depot,	10.20	2.25	7.30		
Scranton,	10.25	2.30	7.35	8.20	3.20
Green Ridge,	10.29	2.34	7.39	8.30	3.30
Providence,	10.32	2.37	7.43	8.35	3.50
Dickson,	10.37	2.42	7.48	8.50	3.58
Olyphant,	10.43	2.48	7.56	9.12	4.12
Peckville,	10.49	2.54	8.02	9.23	4.22
Archbald,	10.55	3.00	8.08	9.33	4.40
Gibsonburg,	11.03	3.08	8.16	9.42	4.52
Carbondale,	11.15	3.20	8.28	10.00	5.20

Connections of the Del. & Hud. and Albany & Susq. R. R.

GOING SOUTH.—At Green Ridge, with the L. & S. Division of the Central R. R. of New Jersey, for Wilkes-Barre, Penn Haven, Mauch Chunk, Allentown and Philadelphia.

At Scranton, with the Del., Lack. & West. R. R., East, for Manunka Chunk and Philadelphia; Dover, Paterson, Newark and New York; and West, for Binghamton, Syracuse and Oswego; also, with the Lack. & Blooms. R. R., for Northumberland, Williamsport, Lock Haven, Harrisburg and Baltimore.

GOING NORTH.—At Carbondale, via the Jefferson Branch, with the Erie R. R., East and West.

At Albany, with the Rensselaer & Saratoga R. R., for Saratoga Springs, Whitehall and Rutland.

The 10:20 A. M. Train from Scranton connects with Through Train to Albany, arriving at 8:20 P. M. Returning, leave Albany at 7:30 A. M., arriving at Carbondale at 5:40 P. M., Scranton 6:49

A new emphasis for the D&H: destinations beyond the Lackawanna Valley

The Carbondale passenger trains arrive at and depart from the DL&W depot. The accommodation trains from Carbondale arrive at and depart from the Vine Street station in Scranton. All of these trains traveled on the D&H steam line, the Valley Road.

Connections of the D&H with many destinations, North and South

The Valley Road was a big hit with the traveling public and was warmly praised in the press. In the *Carbondale Leader* of April 12, 1873, we read:

"The recent rains which have been the cause of land-slides on many roads, have not interfered with the D. & H. C. Co.'s road between this city and Scranton. A better line of railroad is not to be found in the whole country [emphasis added]. The rails are steel, and the track is always kept in first-class condition. The cars are clean and comfortable, and each train has enough cars to seat all the passengers." (*Carbondale Leader*, April 12, 1873, p. 3)

With passenger and freight cars run on the same tracks, accidents invariably happen, as in April 1873, when Erie freight cars ran into a fine new D&H passenger car:

"One of the D. & H. C. Co.'s fine new passenger cars was badly damaged Thursday afternoon by being run into by freight cars from the Erie road." (*Carbondale Leader*, April 26, 1873, p. 3)

The D&H passenger cars that were built in the car shops in Carbondale for use on the Valley Road were universally praised:

"The D. & H. C. Co. has in course of construction at its shops in this city, two passenger cars, which are the first that have been built here. One of them is nearly completed, and will be as fine a car as we wish to see. The second is under way, and work on the third one will be commenced before long. They are to be used on the company's excellent road between this city and Scranton." (*Carbondale Leader*, May 17, 1873, p. 3)

In the *1890s Summary*, we read the following about the rail cars built in the Carbondale shops:

"No finer day coaches than those used by the Delaware & Hudson are to be found on any railroad in the country, and they are all built at the Carbondale shops [emphasis added]. The first passenger coaches built here were Nos. 5 and 6 and baggage car No. 2. Since 1872, there have been built at this shop for the locomotive road, 30 passenger coaches, 5 combination cars, 4 mail, baggage and express cars; 1 baggage and express car, 41 caboose cars, and 29 flat and baggage cars, besides doing the repairs incidental to the operation of a busy railroad system."

On June 28, 1873, a new passenger car that was built in the Carbondale shops was given a trial run, when Superintendent Manville and a car load of ladies and gentlemen took a trip as far as Archbald. Here is the account of that trip that was published in the *Carbondale Leader*:

“Last Saturday afternoon Superintendent Manville and a car load of ladies and gentlemen took a trip as far as Archbald in the new passenger car just manufactured at the shops here. The new car is as easy a one to ride in as any one could wish for. It is built of the very best material, and is furnished with first-class seats, and is decorated very tastefully. The ventilation is a great improvement on the old style. Two similar cars are being made at the Company’s shops in this city, and the business will probably be carried on permanently. We see no reason why it should not be when such an elegant car as the one spoken of can be turned out.” (*Carbondale Leader*, July 5, 1873, p. 3)

Here is the account of that trip that was published in the *Carbondale Advance*. The members of this excursion party are given in this story from the *Carbondale Advance*. The party was made up of the highest level of D&H management and the social elite of Carbondale. The return trip was made in 10 minutes.

"Excursion Party. / R. Manville Esq., R. R. Supt., treated some of his friends to a pleasant excursion to Archbald on Saturday last for the first trial and 'christening' of the splendid new Passenger Car, mentioned in our columns last week. The party embraced the following gentlemen and their wives—R. Manville, S. A. McMullen, Wm. McMullen, P. C. Gritman, E. E. Hendrick, W. Burr, J. W. Marcy, Thomas Orchard, A. Pascoe, W. W. Watt; also L. Egerton and two daughters, Rev. R. B. Peet, J. Edwin Watt, Miss Wells of Wilkes-Barre, Pierce Butler, Mrs. Geo. S. T. Alexander, H. G. Blair, foreman in ADVANCE office, J. C. Cook, *Leader* office, James Dickson, and J. L. Chapman. / Everything was in perfect order, and the car much praised. The return trip from Archbald was made in 10 minutes—5 miles of it in 7 minutes." (*Carbondale Advance*, July 5, 1873, p. 3)

New format for timetables, beginning in mid-1873.

The New Time Table.

A new time table goes into effect on the Del. & Hud. R. R. on Monday next.

This timetable went into effect on June 30, 1873.

Four first-class and two second-class passenger trains, daily, both ways, to and from Scranton.

→ Passenger Trains leave Carbondale for Scranton as follows: First Class Trains, at 8.30 A. M., 12.40, 3.20 and 5.35 P. M.—Second Class Trains, at 6.10 and 11.15 A. M.

Leave Scranton for Carbondale—First Class Trains at 9.50 A. M. and 1.22, 2.10 7.20 P. M.—Second Class Trains, at 8.10 A. M. and 2.30 P. M.

The 3.20 P. M. Train South, and 1.22 P. M. Train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots.

The Philadelphia and Saratoga Express. "The 3.20 P. M. Train South, and the 1.22 P. M. train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots." We will focus on this train in Volume XII in this series.

Improved Traveling Facilities.

The energetic management of the Del. Hud. C. Co. is giving us still improved traveling facilities. By the new time table which goes into effect on Monday next we are to have six Passenger Trains, daily, both ways—to and from Scranton.

"... The Philadelphia and Saratoga Express... makes the time between our depot [Carbondale] and Green Ridge in 28 minutes."

→ One of these—The Philadelphia and Saratoga Express—makes the time between our depot and Green Ridge in 28 minutes.

Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes.

"Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes."

Excursions to Mount Vernon:

Beginning in the following month, August 1873, and continuing for following year, excursions by rail to Mount Vernon by large church groups from Carbondale and Jermyn were popular. The location of Mount Vernon: (1) Tom Klopfer: "Mount Vernon was eight miles south of Carbondale. It was later called Jessup."; and (2) Joe Bryer: "Mount Vernon was across the river from Winton."

An 8-car train left Carbondale on the 20th for a picnic outing at Mount Vernon. This large Carbondale group was joined by about 200 members of the St. James parish at Gibsonburg.

“SUCCESSFUL PICNIC.—The Trinity Church Sunday-school in charge of their teachers, The Rector, Rev. Mr. Peet, and prominent members of the congregation, left the station Thursday morning on six gondolas and one passenger car with baggage car attached, for their grounds* at the once beautiful but now deserted Mount Vernon. At Gibsonburg they were reinforced by about two hundred additional volunteers belonging to St. James parish, with an abundant commissary department. The train made a very fine appearance as it sped its way around the curves, gaily dressed with flags and banners. All the little ones were returned to their houses in safety at an early hour, after spending a very enjoyable day.” (*Carbondale Leader*, August 20, 1873, p. 3)

* ". . . their grounds at the once beautiful but now deserted Mount Vernon." The picnic grounds at Mount Vernon apparently belonged to the Trinity Episcopal Church.

The Sunday Schools of the Carbondale Baptist Church and the Carbondale Episcopal Church also took a pic-nic excursions to Mount Vernon on the D&H railroad in late August 1873:

"Pic Nics. / Two large and very enjoyable Sunday School Pic Nics have been held by our townspeople this week at Mount Vernon, eight miles down the railroad. The Baptist Sunday School, under charge of Rev. J. E. Gault, numbering about 300, went down on Wednesday. They returned at 5 o'clock, happy and delighted with their trip, and before separating for their homes, sang in the churchyard with great vigor and with joyous hearts, the beautiful Doxology, 'Praise God from whom all blessings flow.' / The Episcopal Sunday School went down in large numbers on Thursday. We have yet no report from it." (*Carbondale Advance*, August 23, 1873, p. 3)

And then on August 26th, the Berean Baptist Sunday School took an outing "to a point on the gravity road near Archbald."

"Delightful Picnic. / The morning of the 26th opened up most beautifully, to the extreme gratification of our young folks. The Berean Baptist Sunday School had set apart this day for one of out-door enjoyment, to which end the gentlemanly superintendent of the D. & H. C. Co. kindly gave the use of cars sufficient to carry some three hundred of the parents and children to a point on the gravity road near Archbald, which had been selected for the occasion. Through Mr. Mitchell, their leader, the Cornet Band had also tendered the superintendent of the school their services, which were cheerfully and thankfully accepted. / The school assembled in their rooms at 8 o'clock, and after prayer, was led by the band to the upper depot, when all were comfortably seated, and started on their excursion. / It is needless, perhaps, to say more than that with a most beautiful day, a pleasant ride, a fine location, and most delightful scenery, good music, abundance of cakes, fruit and other eatables, and a variety of amusements, all returned feeling very happy, and full of praises for the happy day they had spent." (*Carbondale Advance*, August 29, 1874, p. 3)

(End of Mount Vernon Excursus)

Another accident at the latches, two miles south of Carbondale:

"Sad and Fatal Accident. / Mr. James Moffitt, for many years resident here, and for some time past a Coal Inspector of the company, met with a fatal accident at the railroad latches, two miles below town, on Tuesday last. He was standing on one of the tracks there to allow an approaching train on the other track to pass, when another train came unobserved on the track upon which he was standing. It knocked him down and passed over him, killing him almost instantly." (*Carbondale Advance*, September 27, 1873, p. 3)

The rail car for mail service on the Valley Road between Carbondale and Scranton has been completed, and Rev. Dr. Smith will serve as mail agent:

"Mail agents. / We are happy to announce that the Del. & Hud. C. Co. have completed the car for mail service on their Railroad between this city and Scranton, and Rev. Dr. Smith has entered upon the duties of his appointment as mail Agent. He has a good car, conveniently fitted up. / The Erie Railway have also furnished B. P. Couch, Esq., Mail Agent on the Jefferson R. R., a much improved and neatly arranged car." (*Carbondale Advance*, October 18, 1873, p. 3)

Time table in the old format, taking effect on November 10, 1873.

DEL. & HUD. R. R. TIME TABLE. **Taking Effect Nov. 10, 1873.**

TRAINS MOVING SOUTH.

STATIONS.	1. A. M.	8. P. M.	5. A. M.	7. A. M.
Albany.....	.....	.....	8 00	.....
Oneonta.....	.....	.....	11.37	.....
Nineveh.....	.....	.....	1.09	.....
Jefferson Junction.....	.....	.....	2.35	.....
Carbondale.....	8.30	12.40	A.4.50 L.5.10	6.10
Gibsonburg.....	8.42	12.52	5.22	6.30
Archbald.....	8.48	12.58	5.27	6.40
Peckville.....	8.54	1.04	5.33	6.50
Olyphant.....	9 00	1.08	5.38	7 02
Dickson.....	9.06	.....	.....	.....
Providence.....	9.11	1.15	5.47	7.16
Green Ridge.....	9 15	1.20	5.50	7.20
Scranton.....	9.20	1.25	5.55	7.23
D., L. & W. Depot.....	9.25	1.30	6.00	.....
Wilkes-Barre, via L. & S. RR.....	11.25	2.20	7.10	8.30
Philadelphia, via L. & S. and N. P. RR.....	5.35	8 20	.....	2.15
D., L. & W. and P. RR.....	4.35	10.25	.....	.....
New York, via D. L. & W. RR.....	8.45	9.00	.....	.....
	P. M.	P. M.	P. M.	P. M.

TRAINS MOVING NORTH.

STATIONS.	2. A. M.	4. A. M.	6. A. M.	8. A. M.
New York, via M. & E. and D., L. & W. RR.....	.....	8.00	.....	.....
Philadelphia, via P. RR. and D., L. & W. RR.....	.....	7.30	.....	.....
Via N. P. and L. & S. RR.....	.....	7.10	9.45	.....
Wilkes-Barre, via L. & S. RR.....	8.00	12.40	4.00	.....
D., L. & W. Depot.....	9 50	2.20	7.20	.....
Scranton.....	9.55	2.25	7.25	8.05
Green Ridge.....	9.59	2.30	7.30	8.20
Providence.....	10.03	2.33	7.34	8.30
Dickson.....	10.07	2.37	7.38	8.38
Olyphant.....	10.13	2.42	7.46	9.05
Peckville.....	10.19	2.47	7.52	9.14
Archbald.....	10.25	2.56	7 58	9.25
Gibsonburg.....	10.31	3.03	8.06	9.35
Carbondale.....	10.43	3.15	8.18	9.54
Jefferson Junction.....	1.10	.....	.....	.....
Nineveh.....	2.39	.....	.....	.....
Oneonta.....	4 25	.....	.....	.....
Albany.....	8.00	.....	.....	.....
	P. M.	P. M.	P. M.	A. M.

CONNECTIONS.

GOING SOUTH.—No. 3 connects at Scranton with Train on D., L. & W. RR., for Binghamton and the West.

No. 1 connects with Train on the L. & E. RR., arriving at Pittston at 10.25, Kingston at 10.50 (connecting with Horse Cars for Wilkes-Barre), at Plymouth 11.01, and Nanticoke 11.12 a. m.

No. 8 with Train arriving at Pittston at 2.55, Kingston and Wilkes-Barre 3.25, Northumberland 6.20 p. m.

No. 5 with Train arriving at Pittston at 6.40, Kingston and Wilkes-Barre 7.12, Northumberland 10.12 p. m.

GOING NORTH.—No. 2 connects with Train on the Jefferson Branch for Susquehanna, connecting with Trains on Erie RR., East and West.

No. 4 with Train for Susquehanna.

R. MANVILLE, Supt.

D&H destinations
north of Lackawanna
Valley

Lackawanna Valley
destinations

D&H destinations
south and east of the
Lackawanna Valley

"The D. & H. C. Co. have commenced to build a new depot at Providence, about a quarter of a mile this side of the old one, on land given to the Company by Mr. H. B. Rockwell." (*Carbondale Leader*, April 12, 1873, p. 3)

Construction of the new Providence depot on Depot Street began in April, 1873. The building could have easily been completed in a few weeks. When this time table went into effect, November 10, 1873, the D&H depot on Depot Street was surely a reality.

The difficult job of serving as a switch-tender on the Valley Road, given the three different gauges of tracks on the line, is described in the biographical portrait of David B. Robbins that is presented in the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin* (pp. 291-292).

Robbins entered the D&H steam railroad service on March 18, 1874, "making his first trip as trainman between Carbondale and Mill Creek, now Hudson. Then there were only four trains running over this portion of roadbed daily, two coal trains, one passenger, and one local freight. / What made steam railroad work more difficult was the fact that the tracks and cars were of three different gauges. The Gravity gauge was 4 feet 6 inches [should read 4 feet 3 inches]; the steam railroad was of standard gauge, 4 feet, 8 1/2 inches; while all Erie and Lackawanna cars were wide gauge, 6 feet. Throughout the railroad's entire distance there were four rails to each track: on one side was a single rail for all cars, while on the other side were three rails, one to accommodate each width of track. / Only stub end switches were in use then; all four rails had to be thrown at once to match the blunt ends of the other track. In order to couple the cars different sizes and lengths of links were carried in the cabooses."

David B. Robbins, who in 1931 lived at 56 South Church Street, Carbondale, was born at Prompton, PA, on September 27, 1853. He entered the service of the D&H on March 14, 1865, as a switch-tender—train dispatcher he called himself. He worked for the D&H for the next 66 years, registering off duty on January 27, 1931. His was the distinction of accumulating the longest period of service on the company's records. (Biographical portrait of David B. Robbins, pp. 291-292 of the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*.)

In attempting to retrieve his hat, which had been blown off as he was about to board a passenger train at Peckville, a man fell and the wheels of a passenger car ran over one of his legs, making amputation necessary:

"Last Tuesday as a man was about to get aboard the passenger train at Peckville his hat blew off, and in attempting to get it he fell and the wheels of a car ran over one of his legs below the knee. Amputation was necessary." (*Carbondale Leader*, March 21, 1874, p. 3)

Derailment on the Valley Road, opposite Plane No. 28, on July 22, 1874:

"Several cars of the freight train due here at 4:25 P.M. ran off the track opposite plain [sic] 28, on Wednesday. The train was running at a slow rate and nobody was hurt. A gang of men got all the cars on the track again before eight o'clock." (*Carbondale Leader*, July 25, 1874, p. 3)

A full car of passengers from Carbondale was added to the eight excursion cars of passengers that traveled from Scranton to the Delaware Water Gap on Thursday, August 27, 1897 for the benefit of the Home for the Friendless:

"Excursion to the Water Gap / The excursion to the Delaware Water Gap on Thursday of this week planned some time since at Scranton for the benefit of the Home for the Friendless was extended to this city and fare for the round trip made at the low price of \$2 from here. A full car load of our public availed themselves of the opportunity, and were added to the train of eight cars from Scranton, and had a most delightful trip." (*Carbondale Advance*, August 29, 1874, p. 3)

The derailment of a coal train at Valley Junction on October 10, 1874 negatively impacted the travel plans of the passengers on the train on the Valley Road that was due into Carbondale at 8:13 P.M. that day. Here is what happened:

“A locomotive and a number of loaded coal cars ran off the track at the valley junction, about a mile below Olyphant, last Saturday evening. The passenger train which was due here [Carbondale] at 8:13 in the evening was detained at the scene of the wreck until Sunday morning. All the passenger coaches were in the train which had been made up to accommodate the large number of members of the different Father Mathew societies that had been here during the middle of the day, and also to bring back those from along the line who had spent the day in Scranton. Some of the passengers from here tried to find their way through the darkness to Olyphant, but, having to cross two or three bridges on the way, their journey was not extremely agreeable. A few traversed the perilous route to Olyphant and refreshed themselves as best they could on the scant allowance which the one-horse hotels afforded. Every place which the hungry, wreck-bound passengers visited were left without any food for their Sunday guests. An engine and an apology for a car—which was the most convenient thing that could be furnished—were sent down, and the unfortunate Carbondalers reached here between twelve and one o’clock.” (*Carbondale Leader*, October 17, 1874, p. 3)

In 1874 the D&H locomotive shops at Carbondale were opened, and the locomotive shops at Green Ridge were closed.

The three English Sunday Schools of Providence traveled over the Valley Road to the new village of Winton, just below Archbald, for a picnic/outing in October 1874:

"On Monday last the three English Sunday Schools of Providence, viz: Methodist, Presbyterian and Christian, accompanied by Revs. Bixby, Fisher and Lowber, picnicked at the new village of Winton, just below Archbald. Mr. W. W. Winton furnished the cars for the occasion. About one

hundred and fifty teachers and scholars joined in the excursion and all had a happy time, with their refreshments and festivities." (*Carbondale Advance*, October 19, 1874, p. 3). The Winton family were strong advocates for the formation of Lackawanna County.

Alva Daly, a popular conductor on the Carbondale/Scranton passenger train now has charge of the train from Carbondale to Nineveh. The new conductor on the Scranton train is Mr. Skeels, who, for many years was the brakeman for Mr. Daly on the Scranton train.

"Mr. Alva Daly, for so many years the popular conductor on the passenger train between here and Scranton, has charge of the train from here to Nineveh. Mr. Skeels, for many years head brakeman for Mr. Daly, is now running in Mr. Daly's stead between here and Scranton." (*Carbondale Advance*, November 14, 1874, p. 3)

In 1874, the passenger cars on the D&H and the Lackawanna & Bloomsburg were equipped with air brakes:

"The passenger cars on the Delaware & Hudson railroad are to be provided with air brakes; so are the Lackawanna & Bloomsburg cars." (*Carbondale Advance*, November 14, 1874, p. 3)

John Burns made a bad decision on December 5, 1874, when he decided to cross the D&H tracks at Seventh Street with a wagon load of coal as the five o'clock train for Scranton was coming down the tracks at its usual speed. The engine struck his wagon. Here is the account of the accident that was published in the *Carbondale Leader* of December 12, 1874:

"ACCIDENT. / About five o'clock last Saturday afternoon John Burns drove down Seventh street toward the railroad crossing with a load of coal. The five o'clock train for Scranton was coming down at its usual rate of speed. John was advised to wait until the train had passed before he attempted to drive his team across the track, but John didn't thank anybody for any advice and thought he had plenty of time to take his load of coal safely to the west side of the road before the train could touch him. So he drove leisurely and unconcernedly ahead, and just as the rear wheels of the wagon were on the track the engine struck them. That wagon turned two or three somersaults in remarkably quick time, the coal was dumped and spread over less than an acre of ground, the horses were slightly injured, and John was considerably frightened, though he escaped from being killed or even receiving any serious hurts. The wagon was damaged to the amount of several dollars, and looked as if it has passed through a coal breaker. Mr. Burns was not at all satisfied with his attempt to cross the railroad track in front of an approaching train, and was undoubtedly somewhat angry on account of his not being successful. We are sorry for him,

but in our blandest manner we would advise him never to repeat the experiment. It is not a safe and sure thing to attempt, as Mr. Burns very likely knows by this time, and should he undertake the same thing again he might lose his life. It is reported that John wants the D. & H. C. Co. to pay him for having his wagon repaired, but whether the Company will do this remains to be seen. (*Carbondale Leader*, December 12, 1874, p. 3)

On March 9, 1875, four railroad 'smash-ups" took place in the vicinity of Carbondale. No lives were lost.

“Railroad Accidents. / Tuesday of this week was not a favorable day for the running of cars, as we had no less than four ‘smash-ups’ in our vicinity, one of which might have involved the loss of many lives under less favorable circumstances. As it was, fortunately, no lives were lost and the wounded were few. / Conductor Daley’s passenger train, which runs between Carbondale and Scranton, was making its first return trip, and when it was within about half a mile of Archbald, (at which place it is due at 10.25 A. M.) it became evident to those who occupied the rear car (which was pretty near full) that something was wrong, owing to the manner in which the car was jumping and bounding along instead of running smoothly as it is designed that passenger cars should do. One of the occupants of the car, upon the instant that he perceived the peril they were in, grasped the bell-rope and signaled the engineer to stop, who at once shut off steam and whistled down brakes. The train would have been brought to a stand in a few seconds and no serious damage done, had not some excited individual just at this moment given two vigorous pulls on the bell-rope, which being the signal to loosen brakes, and the engineer seeing no reason to stop, he at once opened the throttle and the train again began to increase its speed. But, ere it had moved far, the hind truck of the rear car, which was off, struck a switch and was slued around so quick that it capsized the car and landed the inmates into a confused and bewildered heap. Fortunately the snow was deep on the side of the track and this no doubt lessened the violence of the concussion. The train was stopped before the car had been dragged far and then the surprised passengers began to extricate themselves where they could and to be disentangled by others where they needed assistance. Upon examination it was found that all of this trouble and commotion was caused by a broken wheel. / When the car tipped over it lifted the rear end of the one before it from the track. As soon as the passengers could be got out of the car they were transferred to the forward part of the train. It was found that one gentleman had his leg broken, another his nose broken, and that a lady had been badly squeezed, which with a few minor cuts and bruises were all the corporeal sufferings that were inflicted. The wrecked car was detached from the train and left by the track. Many of the windows in it were broken and it was otherwise somewhat damaged. The remaining portion of the train was again put in condition and soon arrived in Carbondale without further mishap. / Just previous to the smash, two gentlemen, one a traveling man, were talking about railroad accidents. The traveling man assured his companion that ‘this piece of road was the best in the country.’ ‘Why,’ said he, ‘there has never been an accident to this passenger train since she was put on the road, and the fact has become

proverbial. I know the man who built it and I can vouch for him. No, sir, you never hear of anything happening on this train!’ Just about that time the car began its bounding and careening. He was thrown against the side of the car and some one who appeared to come from the roof fell across him, and there they remained until released by their fellows in trouble. When he tells that little story of his, henceforth, he will be obliged to qualify it so as to recognize the little affair of which we are speaking. / One of the passengers did talk of prosecuting the company for damages. He stoutly maintained that the train was running at the rate of sixty miles per hour, and that it did not stop till fifteen minutes after the signal was given the engineer. If his story be true, then the broken car was dragged fifteen miles, and the accident must have occurred several miles below Scranton. In order to accept his statement it will be necessary to take it with a large pinch of salt. / It has been reported that there were *forty* coal cars wrecked during the day, viz: nine at Cold Spring, a short distance below Yarrington’s mill, on the light track; twelve at Middle Branch, a couple of miles south of town, and nineteen at the Summit on the Jefferson road. We trust that we may hear of no more of this kind of work for a long time to come.” (*Carbondale Advance*, March 13, 1875, p. 3)

Very nice amenities were available to passengers traveling on the Valley Road from Carbondale. In February 1876, a Durfee omnibus, a warm and comfortable covered vehicle, was put on runners, to become a sleigh:

“NOVEL SLEIGH. / Messrs. A. B. Durfee & Brother, who run an omnibus to and from every passenger train [emphasis added], put one of their warm and comfortable covered vehicles on runners last Friday for the convenience of the travelling public. The wheels were taken off and four runners were put on where the wheels were taken off. The novelty of the change created considerable comment on the street. Heretofore an open sleigh has been used to convey passengers to and from the depot, and this change from an open sleigh to a warm omnibus will be appreciated by those who ride on that line, particularly on cold and windy days. An inquisitive individual who saw the vehicle at the depot the other day asked: ‘Who sawed the wheels off?’ and was told that they were sent to Europe to be thus improved, as no one in this country could do so artistic a job.” (*Carbondale Leader*, February 12, 1876, p. 3)

On February 22, 1876, some miscreant threw a stone through a window of one of the passenger cars on a D&H train as it was passing the old Look-Out in the fourth ward of Carbondale:

“On Monday evening last when the passenger train on the Del. & Hud. R. R. due here at 8:18, was passing the old Look-Out in the fourth ward, a stone was thrown through a window of one of the passenger cars by some miscreant, nearly striking Judge Morss, and endangering other passengers. It is to be hoped for the credit of our city that the diabolical scoundrel will be caught and dealt with as the law directs. For this purpose the Mayor offers a reward of two hundred dollars for the detection, arrest and conviction of the party guilty of this grave offence.” (*Carbondale Advance*, February 26, 1876, p.3)

From the account of this same stone-throwing incident at the Look-Out that was published in the *Carbondale Leader* on February 26, 1876, we learn that the area where this incident took place is known to be home to some highly undesirable characters.

"A few nights ago, as the regular passenger train passed the look-out on its last trip up at about a quarter past eight in the evening, some black-hearted, villainous coward threw a large stone through a window of one of the passenger cars. The stone failed to hit any one but might, if it had done what its dastardly thrower doubtless intended it to do, have killed somebody. It passed a couple who were sitting together and struck against the opposite side of the car where no one happened to be. The locality where this occurred is known to be the sneaking-place of a crowd of as contemptible and cowardly a lot of villains as this vicinity now contains. Why they should care to hurl a huge stone at a passing train is more than decent people can understand. A rascal who would do this would be served right if he was instantly deprived of life. Such characters are of no manner of use to themselves or to the world, and the sooner they are out of it the better. A reward has been offered for the detection of this scoundrel, but we venture to say that this will never bring him to justice. We class him with the type thieves, for they both take the blackness of night to do their cowardly deeds." (*Carbondale Leader*, February 26, 1876, p. 3)

And then in May 1876, at the Look-Out, a fire was set in the shanty there and, in addition, lighted lamps were placed beneath the floor of the powder house some thirty-five or forty feet distant from the crossing. Had those lamps ignited the floor boards and then the kegs of powder stored there, there would have been an explosion which would have shaken Carbondale and everything for some distance around it, and doubtless have killed a hundred or more persons. Here is the account of this incident that was published in the *Carbondale Leader* of May 13, 1876:

"An alarm of fire was sounded for the Fourth Ward at about one o'clock on Sunday night. The fire was discovered to be in the little shanty at the look-out where the gravity and the steam railroads cross each other. Some lamps were taken from the shanty before it was set on fire, and placed in the powder-house some thirty-five or forty feet distant from the crossing. In this house quite a quantity of powder is stored for the use of the mines in the immediate vicinity. The shanty at the crossing was consumed in a very short space of time, and a large crowd of Fourth Warders assembled to witness it. While it was burning a man discovered the lighted lamps in the powder-house. They were placed beneath the board flooring on which the kegs of powder rested. The man ran for a pail of water which he threw on the lamps and put them out. It was a perilous undertaking. Had the lamps remained where they were for a half hour longer there would have been an explosion which would have shaken Carbondale and everything for some distance around it, and doubtless have killed a hundred or more persons. Had the powder exploded, which the fiends who placed the lamps in the powder house very likely intended it should do, every person at the fire would have been blown to atoms, and many more in the buildings not far away would have lost their lives. When the people thereabouts heard of their narrow escape from

destruction they were terribly frightened. The parties who set fire to the shanty, in which were a number of tools owned by the Company, placed the lamps in the powder-house and left for parts unknown. The flooring over the lamps was so hot as to burn the hand of the man who extinguished the lamps, and in a very short space of time it would have been in a blaze, and an explosion would have been the inevitable result. That locality is visited by the most inhuman characters known to this or any other section. No clew has yet been found to the fiendish incendiaries.” (*Carbondale Leader*, May 13, 1876, p. 3)

And then, two weeks later, an eleven year old girl, a daughter of Michael Larkin, was killed when she was struck by two cars on the Gravity road near the pump house in the fourth ward. Here is the account of the accident that was published in the *Carbondale Advance*:

“Fatal Accident. / A frightful and very sad accident occurred upon the Gravity rail road near the pump house, on Wednesday afternoon. A daughter of Mr. Michael Larken, a merchant on Shanty Hill, aged about 11 years, in going for water crossed the double track passing between their residence and the spring. While crossing, her attention was momentarily diverted by some unusual noise made by the cars, and was knocked down and run over by approaching cars she had not observed, and instantly killed. The accident was a most shocking one, and the grief stricken parents have the deepest sympathies of the community.” (*Carbondale Advance*, May 27, 1876, p. 3)

That Larkin girl was killed, not because of negligent behavior on the part of the D&H, but because she was struck by two cars "which has been stolen from the Plank Road 'Look-Out' crossing in the 4th ward" by two nefarious characters who, following the death of the girl, fled before they were identified. This we know because an unidentified person came forward to report what he had seen at the Look-Out as the time the accident took place. Here is the report that was published in the *Carbondale Advance* of May 27, 1876:

“[For the *Advance*.] MR. EDITOR: --In reading your published account [given above] of the sad death by accident of an interesting daughter of our townsman Michael Larkin, I thought there had been gross carelessness by some of the employes of the D. & H. C. Co. If that impression has been entertained by others than myself, in justice to that respectable class, that all know are carefully selected men under strict discipline, running on time and orders, holding their trains under full control at all times and places, I wish to make a statement. The facts are as follows: As the last train had passed up and the chimes (a signal understood by all in that neighborhood) had sounded ‘*all over*,’ this child, supposing all danger past, started for her happy home, that she had left a few minutes previously, with a pail of spring-water, across the fatal track where in a moment she was dashed in front of two cars which had been stolen from the Plank Road ‘Look-Out’ crossing in the 4th ward. They came on the downgrade at an unlawful speed, running over

her and leaving her mangled remains on the track, where they were afterwards found by some men returning from their labors. Like other thieves they were cowards and immediately fled before they were identified. / INVESTIGATOR." (*Carbondale Advance*, May 27, 1876, p. 3)

The rock throwing at the D&H passenger cars at the Look-Out, the fire in the shanty at the Look-Out, and the death of the Larkin girl at the Look-Out are all, it seems very probable, the acts of one or two despicable characters from that neighborhood.

Regrettably, as far as we have been able to determine, the identity of those miscreants has never been learned. As the *Carbondale Leader* said, in response to the rock throwing at the D&H passenger cars (see article given above), "A rascal who would do this would be served right if he was instantly deprived of life. Such characters are of no manner of use to themselves or to the world, and the sooner they are out of it the better."

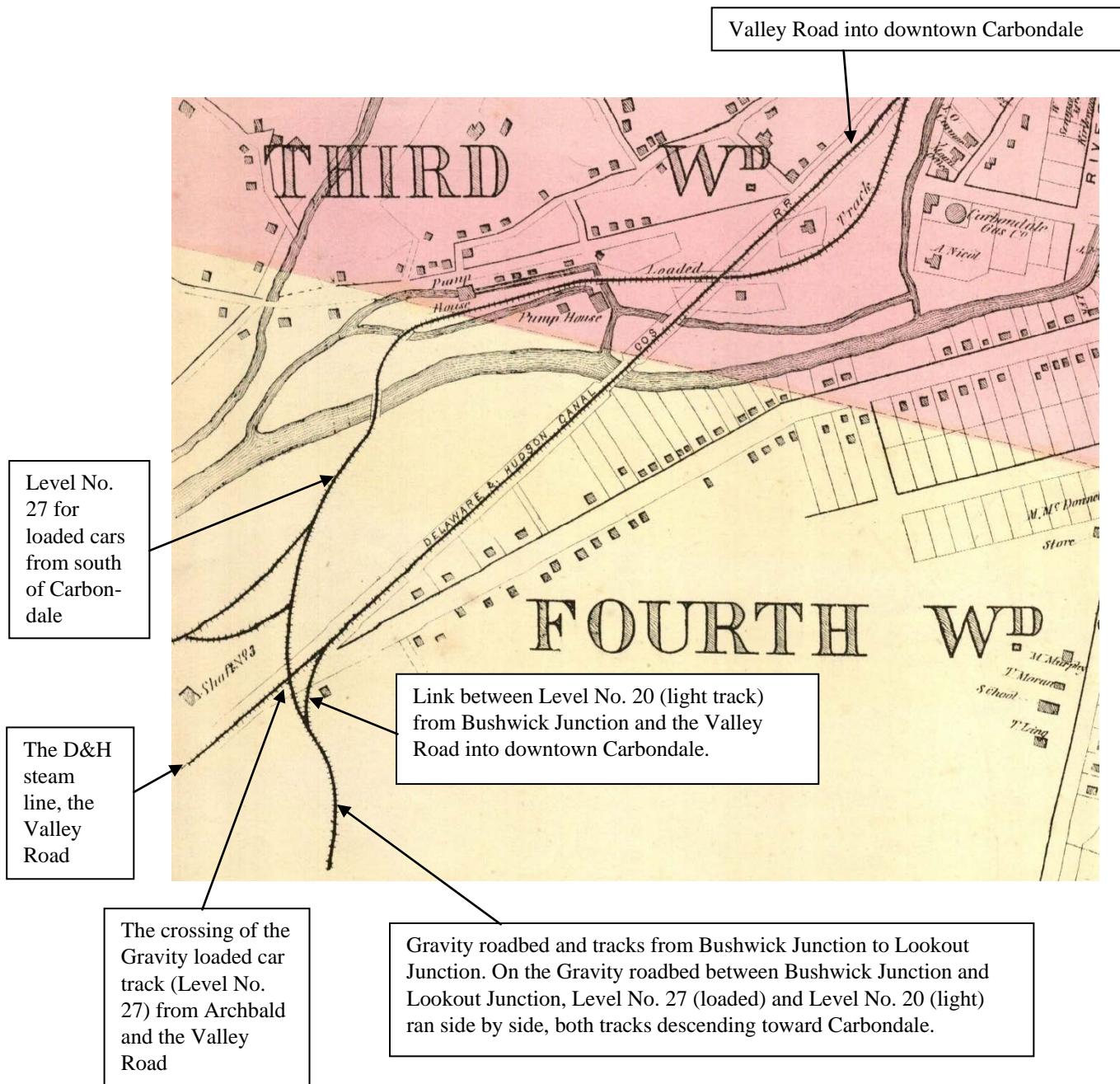
And then another accident at Lookout Junction at the time when "the gravity system began to give way to the steam locomotive" (the 1870s), an accident which may or may not be related in any way to the series of "accidents" that took place at Lookout Junction in 1876, as described above.

This accident is reported in the biographical portrait of Frank Ball that is published in the March 1, 1929 issue of *The Delaware and Hudson Company Bulletin*. In that biographical portrait, we read on page 78 the following:

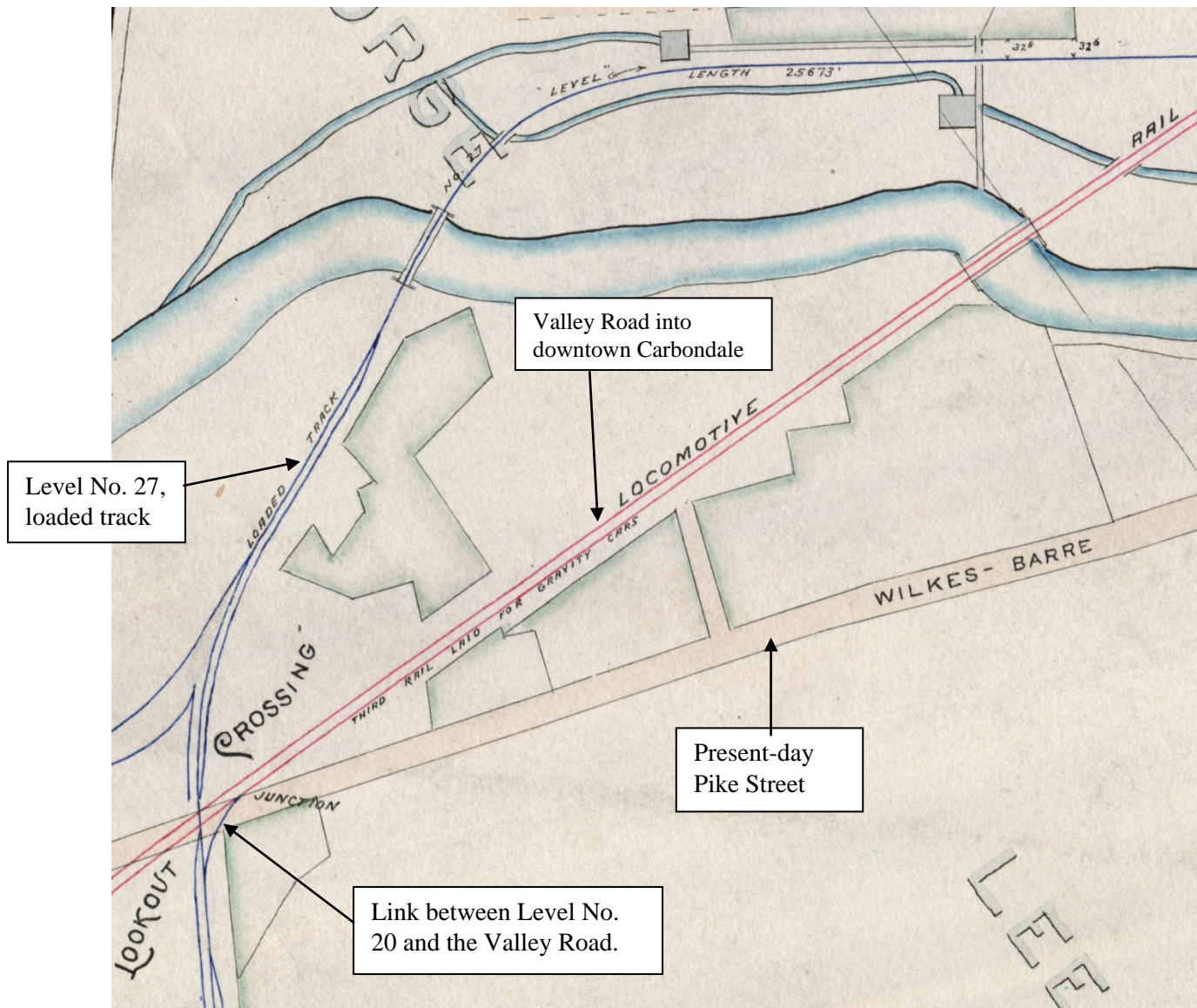
"When the gravity system began to give way to the steam locomotive, Mr. Ball went over to the Valley Road as a trainman. (This road, running between Hudson and Nineveh, was later made part of our lines.) As head trainman on a freight he figured in a very interesting experience one night with a gravity train at Lookout Junction. When they came to the point where the gravity road crossed the steam line [at grade] his train had the white light indicating proceed. His engineman was a 'fast runner' when given a clear board and was going at a good rate approaching the crossing. Mr. Ball was riding a few cars back when he saw a gravity train coming. There was no time to make a move. The gravity cars plowed into the side of a box car. The low side gondola on which he was riding and many other cars were demolished. As for himself, he was thrown to the ground, and saw cars shooting up in the air and debris falling all over, but escaped unhurt." ("Recalls Thrills of 'Gravity'," *The Delaware and Hudson Company Bulletin*, March 1, 1929, pp. 67-68, 78)

One can't help but wonder if the white light indicating proceed that Frank Ball's freight train was given at the Lookout was legitimate, so to speak, or the result of someone's tampering with the signals at Lookout Crossing.

Lookout Junction: Given below is a detail from the 1873 *D. G. Beers* map of Carbondale, showing Lookout Junction and the crossing at Lookout Junction of the D&H Gravity tracks with the D&H Valley Road:

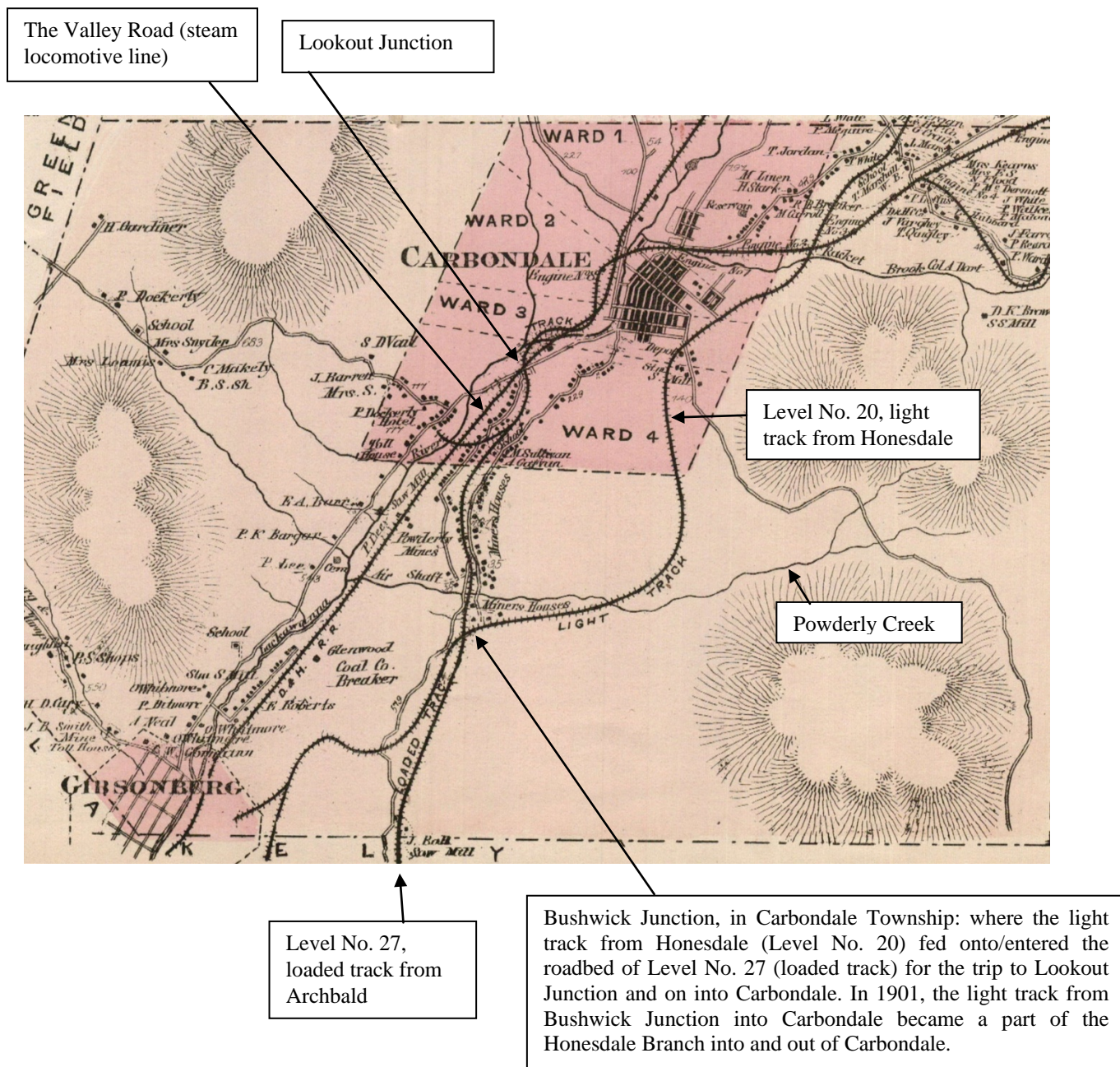


Here is the Lookout Junction area as shown in the 1895 Gravity Railroad map volume. We see here the crossing of the D&H Gravity tracks at Lookout Junction with the D&H Valley Road into downtown Carbondale:



A broader view of the D&H Gravity Railroad tracks and the D&H Valley road tracks to the south of Carbondale will be useful at this point. That broader view is provided in the 1873 *D. G. Beers* map volume for Luzerne County.

Broad view of Carbondale and the D&H Gravity tracks and the D&H Valley Road between Carbondale and Gibsonburg (Jermyn) as seen on the 1873 *D.G. Beers* map:

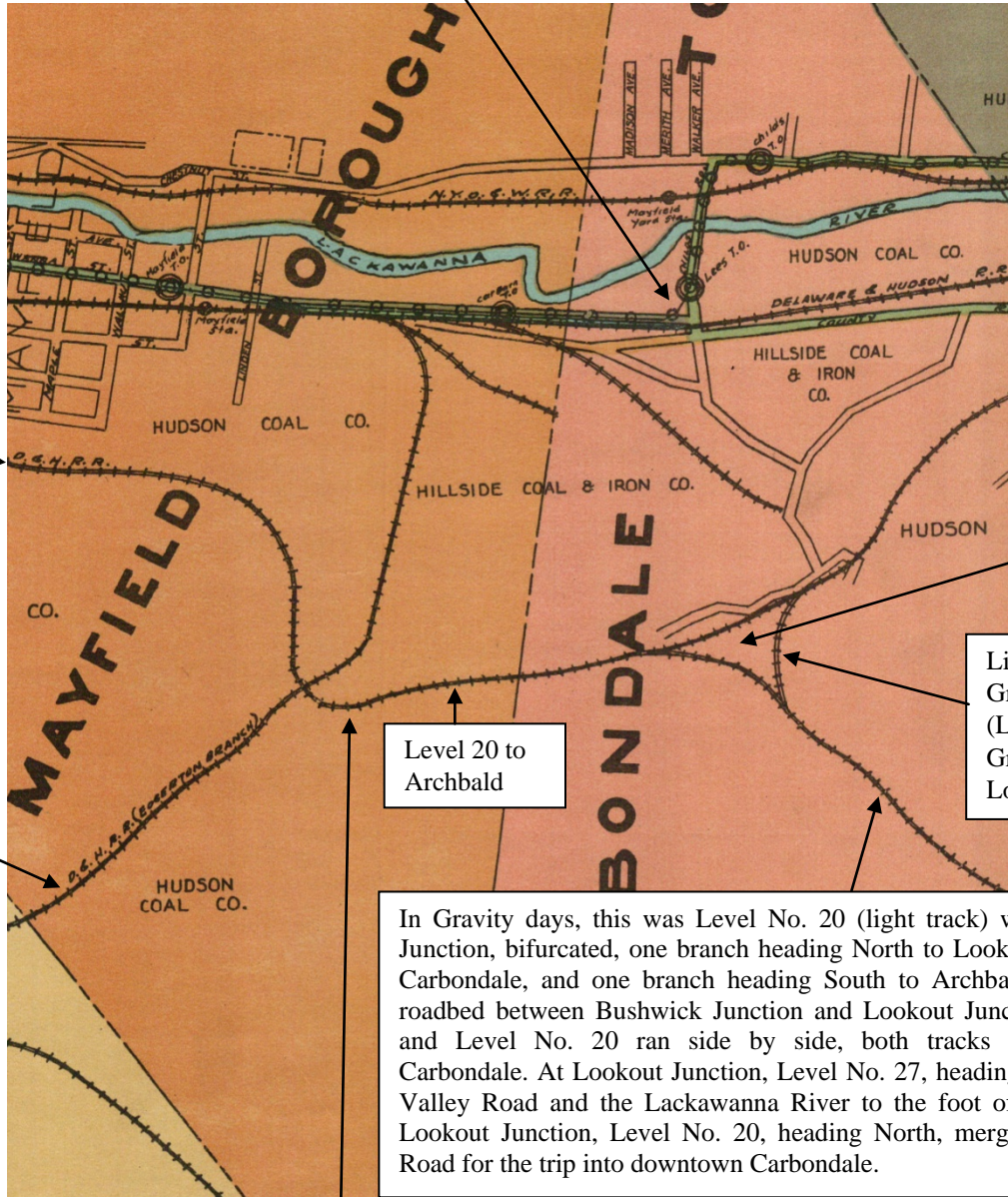


Bushwick Junction: On the following page, we see Bushwick Junction, Carbondale Township, in 1929. This view is from *Map of Scranton and Adjacent Territory Lackawanna Valley Pennsylvania*. Dolph & Stewart, New York, New York, 1929; map in the collection of the Lackawanna Historical Society.

Underpass on present-day
Lower Gordon Avenue

Former light
track to
Archbald; the
former loaded
track from
Archbald was
no longer in
existence
when this map
was drawn.

"D & H. R.
R. (Edgerton
Branch)



Gordon Avenue,
south of Besten's
Auto Body Shop.

Former Gravity
roadbed to
Lookout Junction

Bushwick
Junction

Link between former
Gravity light track
(Level 20) and former
Gravity roadbed to
Lookout Junction.

Level 20 to
Archbald

In Gravity days, this was Level No. 20 (light track) which, at Bushwick Junction, bifurcated, one branch heading North to Lookout Junction and to Carbondale, and one branch heading South to Archbald. On the Gravity roadbed between Bushwick Junction and Lookout Junction, Level No. 27 and Level No. 20 ran side by side, both tracks descending toward Carbondale. At Lookout Junction, Level No. 27, heading West, crossed the Valley Road and the Lackawanna River to the foot of Plane No. 28. At Lookout Junction, Level No. 20, heading North, merged with the Valley Road for the trip into downtown Carbondale.

The former D&H light track south of Bushwick Junction was not removed when the Gravity closed. It was, in fact, still in place in 1929 when this map was drawn. In October 1899 that section of the light track was widened to standard gauge, the rumor being that it would become a short route to Honesdale for all coal south of Jermyn. In the *Carbondale Leader* of October 31, 1899 (p. 2) we read: "**NEW D. & H. MOVEMENTS. / . . . Another Railroad Yard. / A NEW YARD.**" A resident of Jermyn says:--The old gravity road just east of that town that has not been used for some time will soon be in operation. The track is being widened to the standard gauge, and it is said that within a short time coal will be hauled over it. Rumor has it that the Delaware & Hudson intends to make it a short route to Honesdale for all coal south of Jermyn. By going up the old gravity road and connecting with the Honesdale branch at Bushwick and thence to Honesdale about five miles is saved. At present all coal going to Honesdale must go first to the Carbondale yard. It is also rumored that there will be a railroad yard somewhere between that town and Carbondale."

Carbondale Leader, December 9, 1876, p. 3

Time table in the new format:

-- Some slight changes were made in the time of running trains on the D. & H. C. Co.'s road, on Monday. Trains now leave Carbondale for Scranton at 6:20 and 8:30 A. M., and at 12:40, 4:00, and 5:10 P. M. Trains reach this city from Scranton at 6:58 and 10:58 A. M., and at 2:55 and 8:00 P. M. The regular morning and noon passenger trains leave Carbondale as formerly, and the last train in the afternoon leaves twenty five minutes earlier. Trains arrive here from the south a little earlier than formerly, the last train at night arriving at 8:00 instead of 8:18.

Somebody in the Archbald area, for some reason, fired a shot at one of the passenger cars on the D&H as the evening train was nearing Archbald on Monday, May 1, 1876. D&H Superintendent Manville occupied a seat very near the window through which the bullet was fired. No one in the passenger car was hurt. Here is the account of the accident that was published in the *Carbondale Advance*:

"Some demon fired a shot into one of the passenger cars on the Del. & Hud. RR., as the evening train for this city [Carbondale] was nearing Archbald on Monday night. No punishment could be severe enough for such a black-hearted villain, who would endanger the lives of innocent parties for pure deviltry, or merely to gratify revenge against the company for some fancied wrong." (*Carbondale Advance*, May 6, 1876, p. 3)

The same attack was described in the *Carbondale Leader*, as follows:

"A desperado fired a bullet through a window of one of the passenger coaches as the last train left Archbald for this city on Monday evening. Superintendent Manville occupied a seat very near the window through which the bullet was fired, while no one occupied the seat directly opposite this window. It's a pity a bullet could not be put through the head of the hell-hound who fired the pistol. It is a wonder that somebody was not killed." (*Carbondale Leader*, May 6, 1876, p. 3)

And on the same evening, Monday, May 1, 1876, someone set on fire the D&H passenger car building in Carbondale. Someone, for some reason, was mad at the D&H.

“The D. & H. C. Co.’s building in which its passenger cars are kept was set on fire by some fiend on Monday night. The gong in Van Bergen & Co.’s foundry sounded the alarm. The fire was extinguished before much damage was done. What motive the fiend had in setting fire to this property is not known. If he had succeeded in reducing the building to ashes it would have done no manner of good, and would not have prevented the Company from going on as usual with its business the next day. The Company would probably have lost a number of good coaches, but that could not have benefited the fire fiend in the least. We hope that the scoundrel will be found out and that the proper punishment will be inflicted on him, but we do not believe such a thing will ever happen.” (*Carbondale Leader*, May 6, 1876, p. 3)

A new D&H time table went into effect on Monday, June 26, 1876. Here is that time table:

“But slight changes were made in the new time-table of the D. & H. road between this city and Scranton, which went into effect on Monday. The freight and passenger train leaves for Scranton 6:30 A. M. instead of 6:10. The 8:30 A. M. and 12:40 P. M. trains leave as formerly. The last train in the afternoon leaves at 5:38 instead of 5:35. Trains arrive from Scranton at 7:10 and 10:58 A.M. and 3:10 and 8:18 P.M. The Saratoga train leaves Carbondale at 7:12 A.M. and arrives at Saratoga at 2:45 P.M. and at Albany at 2:10 A.M. This train leaves Saratoga at 7:00 A.M. and arrives at this city at 3:18 P.M. and leaves for Scranton at 3:20, where it arrives at 4:04. The D. & H. passenger train over the Jefferson and Nineveh branches arrives here at 2:50 P.M. and leaves again at 3:25. The time made by the Saratoga train over the Jefferson Branch is not as fast as we stated that it would be. It is one hour and thirty-eight minutes instead of one hour and quarter.” (*Carbondale Leader*, July 1, 1876, p. 3)

On September 15, 1876, on the curve at Capouse crossing, near Providence depot, two coal trains, both in rapid motion, collided. Empty coal cars were thrown thirty or forty feet in the air. Remarkably, two well known and highly regarded Lackawanna Valley figures, Drs. Throop and Hollister, witnessed the accident. Remarkably, as well, no one was injured in this collision, in which fifteen or twenty rail cars were demolished. The *Carbondale Advance* reprinted the following article from the *Republican*:

“Collision on the D. & H. RR. / The *Republican* of Wednesday contains the following: -- Yesterday morning, at ten o’clock, a long empty coal train backing down from Olyphant with engine No. 19, Engineer James Hayden, met the *Geo. L. Dickson*, Henry Rex engineer, on the same track with a train of loaded cars, on the curve at Capouse crossing, near Providence depot. Both trains were in rapid motion, and owing to this curve and in intervening high bank, no danger was suspected until the crash came. Engineer Rex and the fireman leaped from the engine

without injury, while the empty coal cars, when they reached the engine, ran up the cow-catcher thirty or forty feet into the air and shot over it, crashing them with a noise that startled the neighborhood. Fifteen or twenty cars were thus demolished, while the engine was badly disabled. Drs. Throop and Hollister, who witnessed the collision from a few rods distant, were promptly on the ground in the interests of humanity, but happily their services were not needed. A misunderstanding of orders by one of the engineers was the cause of the accident. The passenger train north was delayed a short time by this collision. Superintendent Manville was at the scene of the accident a few minutes after it occurred.” (*Carbondale Advance*, September 16, 1876, p. 3)

The *Carbondale Advance*, in addition, ran a separate article on the accident:

“A serious collision occurred on the Del. & Hud. locomotive road, below Olyphant on Tuesday, between a train of empty cars and a train of loaded coal cars. The empty cars were being backed down from Olyphant and on the track at Capouse met a loaded train. Both trains were going at considerable speed and fifteen or twenty cars were demolished. The engineers and hands saved themselves by jumping off in season to escape injury.” (*Carbondale Advance*, September 16, 1876, p. 3)

In the period December 1876—March 1877, the *Carbondale Leader*, week after week, attacked the D. & H. over its 60 cent fare on the Carbondale to Scranton run. The following article from the *Carbondale Leader* of February 17, 1877, p. 3 is representative of these attack articles:

“The outrageous charge of four cents per mile for a ride over the D. & H. C. Co.’s little sixteen-mile road between this city and Scranton is one of those things which the public and the press cannot say too much against. The charge is beyond all reason, and the travel over the road is not near as much as it would be were the managers of the company to reduce the fare to living rates. The fare is not only too high for these and any other times, but it is out of all proportion to the price of labor, of the cost of materials, and of everything else. The travelling public has been imposed upon by this company for years in the high rate of fare which it charges, and it may be imposed upon for several years to come. But the sentiments of the people are against the outrageous charge of four cents per mile, and hundreds of them do not patronize the road except when they are compelled to do so; whereas if the fare was say three cents per mile as many other roads charge, they would ride much oftener and find no matter or fault with the charges. Forty-five cents from here to Scranton would be as high a rate as other roads in this section of the State are charging, and as high a rate as the travelling public ought to pay. A passenger can ride the same distance almost anywhere between New York and Buffalo for thirty-two cents. If this is not extortion of the meanest kind then nothing is extortion. When persons argue that this company cannot afford to carry passengers for less than it is now carrying them, they show very little knowledge of matters in general. Other roads carry them for at least twenty-five percent. less—roads which cost more to keep them in repair and to run them. No unbiased person can be made

to believe that the monopoly is unable to reduce its fares to three cents per mile. It would have done so long ago had it had any opposition, and would do so now if its managers had the least regard for the patrons of the road. The monopoly hesitates not a moment to cut down the wages of its workers from time to time to suit its own notions, but it does hesitate to make any reduction of the present outrageous charges of sixty cents for sixteen miles. Its industrious helpers are worked as hard if not harder than ever while their wages have been reduced until they can scarcely live. But the monopoly has no heart or soul, and it cares less for the feelings of its employees and its railroad patrons than it does for the feelings of its mules. It is hopeful that a time will come when a new set of men will manage the company.”(*Carbondale Leader*, February 17, 1877, p. 3.)

The *Carbondale Advance*, as well, raised questions about rail fare and stage fares at this time:

“The Benefit of Railroads. / Carbondale is equi-distant from Honesdale on one side, and Scranton on the other. It is about 16 miles to each town. We have facilities for going to Scranton in comfortable cars on the Del. & Hud. R. R., five times each day, in less than an hour. We have communication with Honesdale, once each day by stage, making the journey in three or four hours. / THE FARES / To Scranton by railroad, 60 cents; or by Commutation ticket 45 cents. To Honesdale by stage, \$1.50. / It costs two and a half times as much to go to Honesdale by stage, as to go the same distance to Scranton, by cars, and takes four times as long.” (*Carbondale Advance*, January 20, 1877, p. 3)

Strong anti-D&H feelings were expressed by the *Carbondale Leader* through February and March 1877.

“The fare on the D. & H. C. Co.’s little road between Carbondale and Scranton is twenty-five per cent. too high; in other words, it is sixty cents for that distance when it should be no more than forty-five cents. This high rate of fare is objected to by every passenger who rides over the road. It is objected to and protested against by that large number of persons who live in this city and vicinity who have business at Wilkes-Barre every month or two. It is objected to and protested against by hundreds of our citizens whose business calls them to New York and other cities quite frequently, and by others of them who wish to go away from home for pleasure. It is protested against and objected to by scores of our people who occasionally go to Scranton either on business or for pleasure. It is objected to and protested against by every travelling agent who visits Carbondale, each one of whom knows that it is a higher rate of fare than they have to pay on any other road. It is objected to and protested against by hundreds of people both in Scranton and in other parts of the county, many of whom are obliged to go over the road once or twice a year or oftener. It is objected to and protested against by scores of persons in every village and

hamlet along the route who are charged more in proportion for the distances they ride than those who ride from one end of the little line to the other. It is objected to and protested against by the hardy laborer whose wages have been reduced so low that he can scarcely support his family decently. It is objected to and protested against by the poorly-paid miner every time he is obliged, either by death or sickness, to ride back and forth over the road, a trip which takes a day's wages or more from his pocket. It is protested against and objected to by nearly every one who rides over the road,—excepting, of course, the dead-heads—who say, and say truly, that the rate is simply extortionate. And in the face of all these objections and protests, of all the just fault-finding, and of all the hard times, the D. & H. C. Co. does not offer to put the fare on a level with the prices of wages and everything else. The fare is so extremely exorbitant that thousands of people keep away from the road which they would liberally patronize if the fare was at all reasonable. As the fare is so very unreasonable, people should not, and will not, patronize the road any more than they are obliged to. Forty-five cents is enough, but sixty is charged.” (*Carbondale Leader*, February 24, 1877, p. 3)

In its February 24, 1877 issue, the *Carbondale Leader* quoted from an anti-D&H editorial that was published in the *New York Sun* of February 21, 1877:

“The New York *Sun* of Wednesday says editorially: ‘The report of the Directors of the Delaware and Hudson Canal Company for the year 1876 appeared in two of the newspapers of this city [*The World* and *Bulletin*] yesterday morning. With that magnificent insolence which unfortunately is characteristic of the officers of great corporations, copies of the report were refused to all the other journals, upon the ground that the furnishing of them was a favor to which they were not entitled. It would be interesting to know what constituted meritorious conduct in the eyes of the Delaware and Hudson magnates, and how their good will is to be earned.’ ” (*Carbondale Leader*, February 24, 1877, p. 3)

The *Carbondale Leader*, making a jab at the *Carbondale Advance*, then added the following to that anti-D&H editorial from the *New York Sun*:

"The good will of the concern is to be earned by praising everything its President does, no matter what it is, as our fawning flatterer on Church street does. He has got the good will of the concern simply from the fact that he is willing to lower his manhood and his independence by cringing at the feet of the magnate and smoothly sanctioning everything that he says or does. He thus earns the magnate's good will and gets a little job printing to do for the monopoly. In this connection we are reminded of a little matter which was reported to us not very long since, or about the time THE LEADER began to talk about the high fares. It was reported to us then that Mr. Dickson said he thought the newspapers of Carbondale ought to ‘stick by the company’ as it benefited Carbondale so much; in other words, the newspapers of Carbondale ought to praise every mean

deed as well as every good one which Thomas Dickson's company does. If his company imposes on the public, or if it crushes the miners to the earth, the newspapers should say amen, according to Mr. Dickson's theory. Well, there is one newspaper here which doesn't propose to do anything of the kind, and Mr. Dickson learned that some time ago; and there is another, as the workmen know, which prefers to laud the company which attempts to crush them, while leaving the laboring class to fight for themselves. Our Church street neighbor may stay on that track if he chooses to." (*Carbondale Leader*, February 24, 1877, p. 3)

Three New York City newspapers were refused advance copies of the 1876 D&H Annual Report. The *Carbondale Leader*, given its anti-D&H position, reprinted the items from those three papers on the D&H's refusal, as follows:

“DELAWARE AND HUDSON. / The New York papers of Tuesday contain some items concerning the management of this company. Here is what the *Times* said: / The directors of the Delaware and Hudson Canal Company met yesterday afternoon to consider the proof-sheets of the annual report to be issued to-day. It was approved as presented and ordered to be printed. Mr. Dickson and the other officials of the company, when applied to for advance sheets of the report, positively refused to furnish them, on the ground that the directors did not wish it published until to-morrow. At a late hour it was learned that copies of the report had been secretly furnished to *The World* and *Bulletin*. This action created a great deal of talk on the street, those papers having been engaged for some time past in bolstering up the company, and it was freely charged that the object of the officers was to keep the bull movement up for another day, before the independent newspapers would have an opportunity of analyzing the report. / The *Tribune* said: / Mr. Thomas Dickson has been at the head of a great corporation, but seems to be a peanut sort of a person. He has been making a report to the stockholders, and he takes pains to keep the *Tribune's* readers from seeing it, because he and his associates ‘owe nothing to the *Tribune*.’ The man who is capable of carrying petty spites of that sort into his business would bankrupt a thriving peanut stand if he were given time enough. Perhaps Mr. Dickson has not had quite time enough, but he is getting on pretty well. A year ago his stock stood far above par, and was rated among the soundest of investments. He has it down now to 55, and for three months he has been talking about the injustice of the newspapers precisely as the late President of Jersey Central talked. The public will judge for themselves whether the peanut policy of trying to confine his reports to journals which praise that sort of management promises anything better than an imitation of Jersey Central to the end. / The *Herald* remarked: / There was no very heavy dealing in either Delaware and Lackawanna or Delaware and Hudson, and as most of the short interest was covered the bull party had no difficulty in anticipating the favorable reports that were promised, and the prices steadily advanced. A *Herald* reporter paid a visit to the office of the Delaware and Hudson Canal Company and asked for a copy of the report, but was politely refused, on the plea that it would not be ready before Tuesday. It would probably have been more exact if the official had answered, ‘The report is ready, but giving it, like kissing, *goes by favor*.’ The Delaware and Lackawanna Railroad also had a meeting of directors, and a report was

discussed which they likewise declined to furnish to the *Herald* until to-day, so that in all probability there is also something in that document that they are afraid will not improve on close examination." (*Carbondale Leader*, February 24, 1877, p. 3)

In March 1877, the *Carbondale Leader* continued to attack D&H President, Thomas Dickson.

"If the D. & H. C. Co. would reduce the fare on its little road [from Carbondale to Scranton] from sixty cents to forty-five cents it would undoubtedly make more money than it is now making, and the patrons of the road would be used more decently than they are now. The rate of fare was always too high, but it is now altogether too high in comparison to the prices of labor and other things. If Mr. Dickson, as the chief executive officer of the company, were to see fit to reduce the fare to living rates, which he could probably do were he so inclined, his action would be appreciated by the traveling public, the road would at once receive more patronage, and people could travel without feeling as if they were being robbed. But, as the monopoly has no opposition through the valley, and as it is not likely to have any very soon, there is not much hopes of its reducing the fare twenty-five per cent, as it ought to be reduced. The imposition is one which every citizen, dead-heads excepted, ought to resent. They should not travel over the little road any more than they are really compelled to, and they should use their influence with their friends in the same direction. In these hard times working-men can't afford to pay \$1.20 for a ride of only thirty-two miles." (*Carbondale Leader*, March 17, 1877, p. 3)

From the biographical portrait of David B. Robbins in the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin* ("Dean of the Service," pp. 291-292), we learn a great deal about the responsibilities of a conductor on passenger cars on the D&H Valley Road in 1877 and up to the turn of the twentieth century:

"On November 21, 1877, he [David B. Robbins] became a conductor and in the years which followed he at one time or another held every conductor's position the Pennsylvania Division had to offer. / At the time of his promotion, Delaware and Hudson freight trains were operated over portions of the Erie, Central Railroad of New Jersey, and Lehigh Valley tracks. The train crews therefore had to know the rules of all four railroads--all the regulations of which, of course, were different. Furthermore the entire length of the Delaware and Hudson line was single track. There was a time when a passenger train left Carbondale for Scranton and vice versa every hour. A man had to know his business and be on the alert to keep out of trouble under those conditions on the old single track. . . . When about thirty years ago [about 1901], Mr. Robbins entered the passenger service as a conductor, the old cars were lighted with sperm candles. Later oil lamps were substituted; they in turn gave place to the modern electric light. Then the train crew had to assist in loading the tender with water and coal, as well as fill the sand dome. They were obliged to fill the oil lamps, build fires and clean ashes out of the stoves, secure ice and water for the

drinking water tanks, dust the coaches, wash the windows, and make up their train with link and pin couplings. This prefaced the work of making 60 stops with hand brakes!" (Biographical portrait of David B. Robbins, "Dean of the Service," pp. 291-292, October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*)

The D&H took an important safety step forward when it installed triple-valve air-brake systems (invented by Westinghouse in 1869) on its passenger engines and cars on the Pennsylvania division in 1877:

"Air brakes have been placed on the cars of the Delaware & Hudson's railroad." (*Leader*, July 14, 1877, p. 3)

Before air brakes, a brakeman in each rail car had to apply a hand brake at the signal of the engineer. This manual system was replaced by direct air-brake systems, which used an air compressor to feed air through a brake pipe into air tanks on each car. When the engineer applied these brakes, the pipe filled with air and squeezed the brakes. In 1869, an engineer named George Westinghouse invented the first triple-valve air-brake system for railcar use. Westinghouse's system worked the opposite way of a direct air-brake system. The triple-valve system performed three functions, thus its name: (1) **Charging:** The system must be pressurized with air before the brakes will release. At rest, the brakes remain engaged. Once the system reaches its operating pressure, the brakes are freed and ready to use. (2) **Applying:** As the brakes are applied, air pressure decreases. As the amount of air decreases, the valve allows air back into the reservoir tanks, while the brakes move to the applied position. (3) **Releasing:** Once the brakes are applied and the air escapes after braking, the increased pressure releases the brakes.

Instead of using force or directed air to apply the brakes much like hydraulic fluid in automobiles, the triple-valve system fills a supply tank and uses air pressure to release the brakes. In other words, the brakes in a triple-valve system remain fully engaged until air is pumped throughout the system.

Remarkably, it was not until the end of 1899 that air brakes were made, mandatory, in New York state, certainly, and possibly elsewhere, on all rail cars:

"**D. & H. SHOPS VERY BUSY.** / All Cars Must Be Equipped With Air Brakes by the End of 1899--News of Other Roads. / The indications are that the shops of the D. & H. at Oneonta, will be kept busy and on good hours at least until the end of 1899, as the company must, by that time have all its cars equipped with air brakes. The New York state railroad commissioners will, it is said, grant no further extensions of time for this work." (*Carbondale Leader*, March 3, 1898, p. 2)

And speaking of brakes, the locomotive of a coal train that was approaching Carbondale from the south, on July 28, 1877, was running out of control because of a broken lever, and the engineer blew the whistle for several minutes to make known that the engine was out of control. Fortunately, the engine was brought back under control when it entered the Carbondale yard.

“The continual screeching of a locomotive whistle alarmed many people on Saturday as the locomotive of a coal train approached the city from the south. The whistle was heard for several minutes, and it was not until the engine and train had reached the yard that it ceased. All this noise, it was learned, was caused by the breaking of a lever whereby the engineer lost control of the engine, and the whistle was blown to warn people of the danger. No damage was done, however, and no one was injured.” (*Carbondale Leader*, August 4, 1877, p. 3)

On September 4, 1878, a very bad rain storm took place in the Lackawanna Valley, causing a great deal of damage to the Delaware & Hudson line between Carbondale and Scranton:

"The Latest Deluge. / We had a great deluge in the Lackawanna Valley on Wednesday. After some pretty severe showers earlier in the day, a violent rain commenced just before noon, surpassing anything we remember to have seen in our town. The streets and gutters were deluged, and cellars filled beyond anything known before. / The track of the Del. & Hud. Railroad between here and Scranton was undermined in several places, and the running of trains necessarily suspended until the next morning. Workmen were busily employed all night in repairing damages, and succeeded in putting things in moving order. / At Scranton many of the mines were flooded, and many of the miners and workmen had very narrow escapes. One boy was drowned." (*Carbondale Advance*, September 7, 1878, p. 3)

Here are more details of the damage cause by the violent rain storm in the Lackawanna Valley on September 4, 1878:

“Railroad Washed Away. / The severe rain storm of Wednesday did great damage to the railroad between this city and Scranton. A short distance below Jermyn, the track was washed out for a distance of forty or fifty feet; still further down, about midway between Jermyn and Archbald, a culvert was washed out entirely, and at a point near the foot of plane B, both tracks were washed so badly, that the tops of coal cars, still standing on the track, are on a level with the road bed. The Dutch hill road in Archbald was seriously washed, so as to make it quite impassable, and the cellars of houses near the foot of the hill were suddenly flooded, and, in one instance, at least, the whole lower floor of a house was flooded, and a deposit of five or six inches of mud and stones was made, ruining carpets, and furniture. We have not heard that any lives were lost. / Much inconvenience was felt from the non-arrival of the Wednesday afternoon mail, which did not reach here till Thursday at 11 A.M. Many passengers were detained here

over night very much against their inclinations and interest. / During Wednesday night, the track was so far repaired, that passenger trains commenced running again on Thursday morning, the Saratoga Express leaving on time. . . (*Carbondale Leader*, September 7, 1878, p. 3)

On Saturday, September 14, 1878, a major flood was caused in Archbald when the water in an abandoned mine at the head of Plane A suddenly poured down the mountain in torrents and into the Lackawanna River, completely washing away the railroad track near the foot of plane B. Here is the account of this amazing wash-out that was published in the *Carbondale Advance* of September 21, 1878, p. 3:

"The Last R. R. Washout. / On Saturday last, 14th instant, as the passenger train on the D. & H. R. R., due here at 3:08 p.m. was speeding on its way up, on arriving near Winton, where a view of the Lackawanna could be had, it was observed by the ever watchful engineer Benscoter, and conductor Skeels', that the river looked unusually high and muddy, indicating a sudden rise in water. / The day was clear and bright, not a cloud to be seen in the sky, no rain had fallen in some days. What could have caused the sudden rise in the Lackawanna? Presently the quick eye of Benscoter observed the red flag approaching, which to the R. R. man means danger. The train came to a stand still. The messenger with the red flag approached with the information that the R. R. track near the foot of plane B was all washed away. The news spread among the passengers like a streak of lightning. Some thought it a huge joke, while others began to tremble in their boots. The only explanation that could be obtained was that some large pond on top of the mountain, near Archbald had given away, that all that part of Archbald known as Dutch Hill was swept into the now raging Lackawanna, R. R. track all submerged, and undermined, and no possibility of the train proceeding any farther that day. A view of the Lackawanna, close on our left, now running banks full and muddy, seemed to give a color of truth to the various stories now in circulation. Consternation seemed to reign for a few minutes. Some of the male passengers jumped off the platform on the side next the river, but a few rods off. The water ran thick, dark and turbulent, then back to the platform, and across to the other side of the cars as if looking for some way of escape from the impending doom. The lady passengers seemed to realize the situation at a glance, and to rather enjoy the discomfiture and scare that had evidently taken possession of the lords of creation. Our respected townsmen, H. P. Hathaway and B. R. Blair, happened to be among the passengers. Through their united efforts they were enabled to quiet the fears, and allay the anxieties of the several Honesdale gentlemen, who were so anxious to get home and who so dreaded another night in that noted city of the third class. During this time the vigilant and careful conductor, Skeels had gone forward to Archbald depot, to ascertain the facts and probabilities of reaching our destination. He soon returned and had the passenger train run back on to the siding at Winton, to allow several coal trains which were in advance to back down, so that the passenger train could proceed to Archbald. Arriving there the cause of the disaster was found to be the old condemned mines, at the head of plane A. They had become filled with water, and the officials of the Co., fearing a disaster, such as did actually occur, had set a gang of men to tap the mines and let the water out gradually. But there being a very much

greater body of water than was expected, it got the start of them, breaking through with a rush, and pouring down the mountain in torrents, sweeping trees, rail road and everything before it. The great body of it happened to come directly to the points where it had been undermined and washed away by the flood of the previous week, produced a repetition of that disaster and to about the same extent. Conductor Skeels moved his train as near to the washout as prudence would allow. After halting there a few minutes the Saratoga approached the other end of the wash-out bearing Supt. Manville, and Mr. McMullen with a force of men. Order at once took the place of chaos. A transfer of passengers, baggage, mails and express was quickly made without any confusion or accident, and the trains backed to their starting points, the one bound North, back to Scranton, and the train bound South, back to Carbondale, where greatly to the relief of our Honesdale friends they found their trains through the considerate kindness of Supt. Manville waiting for them. At the point of transfer, the road bed had been washed away for a distance of two or three hundred feet in some places, making a chasm from five to eight feet deep. / At Archbald, our former townsman, Hon. J. M. Poor came aboard the train and accompanied us to the scene of the disaster, where with his usual agility and politeness, he rendered valuable assistance in aiding the young ladies across the seething chasm. Indeed he and the gentleman with the auburn hair seemed to vie with each other, and entirely monopolized that portion of the passengers, while Skeels' and Horace were equally attentive to the older ladies and children. We could not help but be struck with the fact of how much more helpless young ladies of from 16 to 20 are, than old ladies of 75 to 80, but we suppose its 'natur.' The damages although quite extended and extensive, were all repaired so that trains next morning ran regularly on time. / A resident of Archbald said that during the night before he dreamed the whole disaster just as it actually occurred. Was it a case of foresight, or as the Judge used to say, 'hindsight turned foremost.' " (*Carbondale Advance*, September 21, 1878, p. 3)

Cows on the tracks were not only a problem on the Gravity line on the Moosic Mountain but also on the Valley Road. On September 24, 1878, the D&H afternoon passenger train from Scranton to Carbondale ran over a cow near Peckville:

"Clear the Track. / The D. & H. afternoon passenger train from Scranton to this city, on Tuesday last, ran over a cow near Peckville, which caused a serious jar and commotion, but no one was hurt. The train was just emerging from a cut, entering upon a curve at this end of it, so that the engineer could see but a very short distance on the track." (*Carbondale Advance*, September 28, 1878, p. 3)

During the illness in October 1878 of the baggage master on the D&H passenger train on the Valley Road, Horace Daley, his duties were well performed by Nate:

"Horace Daley, the attentive and accommodating baggage master, on the D. & H. passenger train, has been confined to his house recently by a severe attack of congestion of the lungs. We are happy to say that he has recovered, and is again at his post. During his absence, Nate

performed his duties, and of course did them well. To be sure between his duties as baggage smasher, keeping every body in good humor, and assisting fair ladies into and out of the cars, he was kept pretty busy, but he went through with it all, successfully." (*Carbondale Advance*, October 19, 1878, p. 3)

Carbondale Advance, May 31, 1879, p. 3—16 coal trains added between Green Ridge and the foot of G plane at Olyphant. The time table went into effect on Wednesday, May 28, 1879:.

New Time-Table.

"... Sixteen new coal trains [emphasis added] are added between Green Ridge and the foot of G Plane, at Olyphant, where they are transferred to the Gravity track." Coal shipped by Gravity from the foot of Plane No. 23 to Carbondale and to market; passengers and freight traveled via the steam locomotive line / the Valley Road.

A new time-table went into effect on the Del. & Hud. RR. here on Wednesday of this week. Sixteen new coal trains are added between Green Ridge and the foot of G plane, at Olyphant, where they are transferred to the Gravity track. The changes in the time of the passenger trains here are very slight. The Saratoga going south leaves here as before at 3:24 p. m., but reaches the D., L. & W. Depot, at Scranton, at 4:06, six minutes earlier.

The last train coming north from Scranton now leaves the D., L. & W. Depot there at 7:05 p. m., and reaches here at 8:05.

"On the morning of February 3, 1879, the operating officers of The Delaware and Hudson Canal Company's steam railroad between Carbondale and Scranton, Penna., needed two trainmen to handle a freight train on a round trip between these two points. As no experienced men were available in their department, two gravity railroad men, James A. Farrell, retired Signal Department veteran of nearly 64 years' service, and George Dimock were 'borrowed' to complete the crew. / The run south from Carbondale was made without misadventure, but on the return trip the diminutive locomotive, No. 26, broke down and stalled on the grade at Archbald. After exhausting his limited facilities for repairing the damage, Engineer Oscar Histed decided that the only thing he could do was to get another engine from Carbondale. / It was then late in the evening and, as there were no telegraph offices open on the single-track main line after 8 o'clock, he had to hire a horse and carriage at a nearby livery stable, drive to the Carbondale roundhouse, get another engine, and pull his train in off the main track before the early morning passenger trains began to shuttle back and forth between Carbondale and Scranton. Mr. Farrell, who much preferred work on the tried and proven gravity to the uncertain operation of the comparatively

young steam railroad, returned to his post on the former after one week's steam line experience." ("The Engineer Hired a Horse," *The Delaware and Hudson Railroad Bulletin*, July 1, 1932, pp. 195-196, 203)

On August 2, 1879, a boy of 16 or 17 years of age, from Clifford, named John Lindsay, was run over at Green Ridge by a coal train and frightfully mangled. The boy's grandfather, M. Lee of Clifford, came to Scranton and claimed the lad's remains and took them back to Clifford.

"A Horrible Death. / A lad named John Lindsay, who came to this city [Scranton] from Clifford, Susquehanna county, on the 2d of August met with a horrible accident at Green Ridge, yesterday, on the Delaware and Hudson Railroad. He had jumped off a passenger train and was standing on a track close by, when a coal train came dashing along, and throwing him under the wheels passed over his body, mangling him in a frightful manner. The top of his head was torn off, his arms were dismembered, and he was completely disemboweled and scattered along the track. The remains were picked up and conveyed to Raub's undertaking establishment, Wyoming avenue. On the 23d of last month Lindsay registered at the Forest House, where he remained for a few days paying his way as he went along, and professing to be in search of employment. He appeared to be about sixteen or seventeen years of age, and was very bright and intelligent. His mother came here last Monday and endeavored to prevail on him to return home, but he steadily refused to do so, and since then he has been wandering about somewhat aimlessly. Last evening his grandfather, M. Lee, of Clifford, came here and claimed the lad's remains, which he will take back to the broken hearted mother to-day. [From the *Scranton Republican* of Thursday.]" (*Carbondale Advance*, September 13, 1879, p. 3)

In 1879, James D. Hevers, who was born at Farview, PA on November 17, 1856, became a flagman/switchman at Valley Junction on the Valley Road. In the biographical portrait of James D. Hevers that is published in the April 1, 1929 issue of *The Delaware and Hudson Company Bulletin*, pp. 99-100, we read the following about his responsibilities as flagman/switchman at Valley Junction:

"It was his duty to throw the various switches for the cars going to and coming from 'the gravity,' as well as those on the main line. (By this time the steam line had been built between Valley Junction and Carbondale.) This was a highly complicated work owing to the fact that there were cars of three different gauges to be switched. Gravity cars were 4 foot 3 inch gauge; the steam line cars required six foot track; while others were of the present standard gauge of 4 feet 8 1/2 inches.[The steam line cars were standard gauge, 4 feet 8 1/2 inches; Erie cars were 6 foot gauge.] Trains coming into Valley Junction frequently consisted of cars of all three gauges; to keep them moving much depended upon the switchman. After three years of this work another work opportunity was offered him. . ."

After serving as flagman/switchman at Valley Junction, James Hevers became the track supervisor of the Valley Road, and ultimately was in charge of the track on the Pennsylvania Division. This part of his railroad career is described in his biographical portrait in the April 1, 1929 issue of *The Delaware and Hudson Company Bulletin* as follows:

"In 1900 James D. Hevers became the Track Supervisor of the Valley Road; on May 1, 1916, he was made Roadmaster of the line from Wilkes-Barre to Carbondale, including the Honesdale Branch and the Wilkes-Barre Connecting Railroad. During James Hevers' years in charge of the track on the Pennsylvania Division, many important improvements were made. Notable among these changes was the work of converting the Honesdale Branch from narrow to standard gauge track in 1886 and 1887 [No, it was in 1899-1900]; building of the yard at Honesdale, 1895; laying of the tracks inside and leading to the new Carbondale roundhouse in 1910; increasing the number of main line tracks between Providence and Carbondale from two to four; and the construction of the Wilkes-Barre Connecting Railroad in 1913. This last was intended primarily to exchange cars with the Pennsylvania Railroad at Buttonwood." (Biographical portrait of James D. Hevers, pp. 99-100, of the April 1, 1929 issue of *The Delaware and Hudson Company Bulletin*)

On January 26, 1880, some fiend or fiends attempted to derail and wreck a passenger train at Valley Junction by placing "broken rails, frogs and chains" on the tracks. Fortunately, a coal train was sent North before the passenger train, and fortunately the engineer of the coal train saw the obstructions that had been placed in the track, and fortunately the engineer and his fireman were able to jump from the engine on the coal train and save their lives. The engine and 18 coal cars, however, were thrown from the tracks and down an embankment. Here is the account of that accident that was published in the *Carbondale Advance*:

“A Diabolical Attempt. / The last passenger train North from Scranton to this city on Monday last, narrowly escaped being wrecked near Olyphant. / Some fiend or fiends in human shape had fastened the switch at the Valley Junction, about a half mile below Olyphant and placed obstructions upon the track at the intersection of the gravity and locomotive tracks, [emphasis added] consisting of broken rails, frogs and chains doubtless expecting to throw the passenger train off the track at that point. But fortunately for the passengers upon the passenger train, it was late, so much so that a coal train was ordered to make the junction a head of it, and thus the coal train encountered the obstructions in stead of the passenger train. / The engineer upon the coal train, Mr. Ostrander, it being a bright moonlight evening, saw the obstructions before the engine struck them, and quickly reversed it, and with his fireman, leaped from the engine and saved their lives. The engine and train of cars, eighteen in number were hurled from the track and thrown into the culm piles down the embankment. Mr. Benscoter the engineer of the passenger train, a very cautious and skillful man, was notified at Green Ridge, by the hands on a coal train that had just come down, to be careful as he approached the junction, as they had notised [sic] a frog there, that had no business there. His train was uninjured, and after a delay of about three

hours, to clear obstructions and repair damages on the track, reached Carbondale safely with its precious load of passengers, whose deaths had been so fiendishly planned. / Few roads any where have been run so carefully and with so complete an exemption from accident as our road between Carbondale and Scranton. No passenger has ever been injured. The whole line is patrolled by careful men." (*Carbondale Advance*, January 31, 1880, p. 3)

A new D&H time table went into effect on April 1, 1880. Here is that time table:

Carbondale Advance, May 15, 1880, p. 3

NEW TIME TABLE.

On and after Thursday, April 1st, 1880, trains on the Delaware & Hudson Railroad will run as follows.

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6.20 a. m., arriving at Carbondale 7.00 a. m., Nineveh 9.25 a. m., Oneonta 10.55 a. m., Albany 2.00 p. m., Troy 2.25 p. m., Schenectady 1.50 p. m.; Saratoga 2.40.

Returning—Saratoga Express, leaves Troy 7.00 Albany 8.00, Oneonta 11.35 a. m.; Nineveh 1.15 p. m., Carbondale 3.25 p. m., arriving at Scranton 4.00 p. m.

The above train now stops at stations on the Jefferson Branch.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.20 and 9.20 a. m., and 12.30 3.25 and 4.50 p. m.

Trains leave Scranton for Carbondale at 9.30 and 10.00 a. m., and 2.8 and 6.20 p. m.

9.30 a. m. train leaves Scranton from the old depot.

ERIE TRAINS ON JEFFERSON BRANCH.

No. 87—Leaves Carbondale at 11:00 A. M.—arrives at Susquehanna at 3:20 P. M.

No. 88—Leaves Susquehanna at 6.05 A. M.—arrives at Carbondale at 10:25 A. M.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8:00 A. M. and 3:45 P. M.

Leave Honesdale for Carbondale at 6:40 A. M. and 3:00 P. M.

Carbondale and Scranton passenger trains on the Valley Road

"The old depot" was the depot at Vine Street.

Gravity Railroad: two trains, both ways, Carbondale--Honesdale

The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro) will be the subject of Volume XI in this series.

An on-going cleaning and maintenance program was implemented by the D&H for the rolling stock on its passenger road:

"Some of the passenger coaches of the D. & H. C. Co. are in the shop being revarnished and thoroughly cleaned. This is done every year. The fine condition in which the rolling stock of the passenger road of this Company is kept is a credit to it." (*Carbondale Leader*, May 20, 1881, p. 4)

By 1881, as many as 80 trains per day ran over the Valley Road. Double tracking of the line was already completed to a point just north of Olyphant, with plans in place to complete the double tracking from that point to Carbondale in the near future:

"The Valley Road of the D. & H. C. Co., is crowded with business, as many as eighty trains running over it in the course of a day. This week a new train, of which Howard Knapp is conductor, was put on the road and in a short time two more will be added. With the present force, the employees are taxed to the utmost to get the business done and it has lately been rapidly increasing. The hands are required to make from 10 to 20 days' extra time per month, in many cases being on the road 16 and 18 hours each day. These new trains will partially relieve this state of things, and after the double track, which is laid to a point this side of Olyphant, is brought through to Carbondale, as the intention is to have done soon, the road will be in first class working order." (*Carbondale Leader*, July 22, 1881, p. 4)

The year 1881 was a good year for the D&H: more excursion passengers than ever before, without a single accident:

"An immense number of persons have been transported in excursion parties over the Gravity road of the D. & H. C. Co. this season (more than ever in any one year hitherto) and not the slightest accident has occurred. There was great trepidation many years ago on the part of the Company officers, when the 'String of Beans' was first started on the gravity track between here and Scranton, the supposition being that accidents would be numerous. The result, however, proved quite the contrary. The gravity road under its present excellent management is even safer than ordinary locomotive roads." (*Carbondale Leader*, August 26, 1881, p. 4)

On Wednesday, December 21, 1881, a Gravity passenger train and a freight train collided at Archbald. The Gravity cars could not be stopped, it appears, because of track conditions related to the weather. Fortunately, no one was injured. Here is the account of the accident from the *Carbondale Leader*:

"**ARCHBALD.** / A collision took place at the railroad crossing below the depot Wednesday morning. Conrad Ott, foreman on the first Carbondale train on the gravity road, came down as usual on ten cars ahead of the regular train, and notwithstanding all the brakes on the trip were applied a long distance above the crossing the condition of the rails was such that the cars slid over the iron with but little diminution of speed, resisting the heroic efforts of "Dub" to throw them from the track by throwing a chain sling ahead of them. They reached the crossing just in time to strike the freight which passes here at 7 A. M. The result was several crippled cars in both trains, and some badly frightened passengers and brakemen who were in the caboose. No one was seriously injured and the damage to the cars will be easily repaired. / Occasional." (*Carbondale Leader*, December 23, 1881, p. 4)

In February 1882, the south-bound D&H freight train and a coal train collided at Green Ridge. The accident took place because the freight train came into Green Ridge a few minutes ahead of time.

"One day this week the south-bound freight train on the D. & H. road, Wint, engineer, collided with a coal train pulled by engine No. 2, run by Samuel Cobb. The freight engine was disabled and had to run to Carbondale for repairs, leaving its train below. The cause was said to have been the freight train coming into Green Ridge a few minutes ahead of time, and it happened to come up when the coal train was switching." (*Carbondale Leader*, February 3, 1882, p. 4)

Michael Hoffman, a brakeman, had a narrow escape from certain death at Green Ridge in February 1882, when his foot got caught between two rails about three inches apart on the railroad track to make wide and narrow gauges. Here is the account of the accident that was published in the *Carbondale Leader* on February 10, 1882:

"Michael Hoffman, an employee of the Company, living in this city near the Graded School, got into a thrilling situation while at work near Green Ridge, Saturday. He got off the train on which he is brakeman, to turn a switch. By a misstep, his foot slipped down between the two rails laid about three inches apart on the railroad track to make wide and narrow gauges. His train was backing up at the time, car end toward him and the engineer did not see his perilous position. He found himself unable to wrench his foot loose, and in despair, caught hold of the car as it approached him. Fortunately it was at a low speed, and he succeeded in getting a firm hold. His foot was dragged out of his boot, which was immediately crushed under the wheels, and he was safe. The means by which he had saved himself, had, however, wounded his leg so that he was unable to stand on it, and he was brought home on the next train. A sleigh which had been telegraphed for, was in waiting, and it conveyed him to his home, where he got medical treatment." (*Carbondale Leader*, February 10, 1882, p. 4)

The conductors on the D&H Gravity and steam-line passenger trains were well known by the traveling public that they served:

"Conductor Rosser is on duty on the Scranton train during the temporary absence of Conductor Skeels. Mr. Ed. Hubbard is running the gravity train." (*Carbondale Leader*, February 17, 1882, p. 4)

On March 17, 1882, an old man named Campbell, who appears to have been dazed, stepped in front of a passenger train near the house of John Pidgeon on Shanty Hill, and was killed.

"An old man named Campbell was killed on the railroad track near the house of John Pidgeon, on Shanty hill, at 11 o'clock, this morning, He was walking at the side of the track, and hearing the passenger train coming, he seems to have been dazed, and stepped immediately in front of the engine when it was quite near him. He was caught on the cow-catcher and thrown for some distance. When picked up he was dead." (*Carbondale Leader*, March 17, 1882, p. 4)

Business is good. Another coal train has been placed on "this end of the road" [Carbondale], bringing the total for this end of the road to eighteen:

"Owing to the increase of coal shipments the D. & H. C. Co. have put another train on this division of the locomotive road. Cal Wescott was made conductor and Robert Ewing, engineer. This makes eighteen trains now running on this end of the road." (*Carbondale Leader*, June 23, 1882, p. 3)

Two accidents, but not of damage to passengers, in late July 1882, on the Valley Road between Carbondale and Scranton.

"Accidents on the Railroad. / There have been during the past week the very unusual thing of accidents on the Del. & Hud. R. R. between our city and Scranton, but not of damage to passengers. / The first occurred on Tuesday evening, when the last passenger train North at about 7:18 ran over a lad that was walking the track a short distance above the Providence depot. Engineer Benscoter, one of the most careful and conscientious men in the world, observed him and rang the bell, whistled and screeched at him to get his attention, and get him off the track, but in vain. He was a lad of about 18 years of age, named George Maize, and lived in that immediate vicinity. He was so badly bruised, that he died during the night. / The other accident occurred to the last train, bound South, at Providence, within twenty rods of the same locality, on Thursday evening. The passenger train ran into a coal train standing on the track at that point. Three or four coal cars were demolished, and the engineer of the passenger train, D. C.

Benscoter, was pretty badly lamed in one of his ankles. The surgeon in the case, Dr. D. L. Bailey, says the sprain and injury are pretty serious, and that he will be obliged to lay by for a while." (*Carbondale Advance*, July 29, 1882, p. 3)

On August 14, 1882, a broken axle on a coal train on the Valley Road delayed the last passenger train North for about three hours.

"Delay of Passenger Train. / An accident to a coal train on the D. & H. railroad delayed the last passenger train North on Monday evening last about three hours. The breaking of an axle as the coal train was passing between Dickson and Olyphant, and having an engine at each end, piled up the coal cars upon both tracks, so that much time and labor were required to clear them." (*Carbondale Advance*, August 19, 1882, p. 3)

Orrin Gardner was apparently struck by the 5 o'clock coal train and was found by John Killeen, walking on the railroad track near the bridge north of the Lookout. Here is the account of this "sad and mysterious accident" that befell the youngest son of Horton Gardner:

"A VIOLENT DEATH. / A sad and mysterious accident occurred in this city early yesterday morning, resulting in the death of Orrin Gardner, youngest son of Horton Gardner. He had been in Greenfield for a day or two before, and it is supposed he was returning home; but how or why he should be at that particular point where he was first discovered in a wounded and bleeding condition, is a mystery not yet explained. About seven o'clock he was noticed by Mr. John Killeen walking on the railroad track near the bridge this side of the lookout. He had evidently been struck by the locomotive of the 5 o'clock coal train, and had been stunned; remaining in an unconscious condition for some time, and afterwards recovering sufficiently to get up and walk. His injuries were in the arm, which was broken in two places, and a terrible gash was cut over the eye and he bled freely. The track and the abutment of the bridge were well sprinkled with blood. Mr. Killeen brought him to town and he was taken into Ben. Gardner's hotel, and received immediate surgical attendance from Dr. Burnett, but without avail, as he died during the forenoon. He was about thirty-three years old, and was unmarried." (*Carbondale Leader*, November 3, 1882, p. 2)

The long and varied career of Byron E. Peck in railroading is described in the biographical portrait of the man in *The Delaware and Hudson Company Bulletin*, October 1, 1925. From this remarkable portrait we learn the specific nature of the uniforms of the conductors and trainmen on the Valley Road after about 1883.

"The first passenger uniforms to be worn on the 'Valley Road' were introduced about the time he entered passenger service [after January 1883]. The coats of conductors were of a 'swallow-tail' cut, while those for trainmen were of a double-breasted design. The caps were much the same as now."

Here is the account of Byron E. Peck's career in railroading as presented in the biographical portrait of the man in the October 1, 1925 issue of *The Delaware and Hudson Company Bulletin*:

"In January, 1883, he [Byron E. Peck] transferred to the 'Valley Road,' as the steam road south of Carbondale was at first known to railroad men, and was assigned to switching service at Green Ridge. The other members of the crew were 'Hirsch' Williams, conductor; 'Gene' Hayden, engineer, and William McDonald, fireman, and the locomotive was the No. 15. All these men, so far as he knows, are dead [in 1925]. 'Billy' Kennedy, who later became a passenger conductor, was the next man with whom he worked. Their time was occupied in making up trains and in handling freight between Green Ridge and Scranton. / After about a year and a half, he got a mine run with 'Ed' Griner, delivering coal at the foot of G, and later was with 'Ed' Brandt, running between Green Ridge and Mill Creek (now Hudson). This was about the last of his freight work for prior to his retirement he was for thirty-two or thirty-three years in passenger service, working at first as a trainman with Lewis Cook, between Carbondale and Nineveh Junction. Then he went into the baggage car where, for a time he was associated with Howard O. Knapp on a run from Carbondale to Wilkes-Barre. In the years that followed he worked with John Harvey, Dave Nicol, and George Chapman. His last conductor was 'Pete' Dougherty on trains Nos. 504, 509, 514 and 519. / The first passenger uniforms to be worn on the 'Valley Road' were introduced about the time he entered passenger service [after January 1883]. The coats of conductors were of a 'swallow-tail' cut, while those for trainmen were of a double-breasted design. The caps were much the same as now." ("Belongs to Interesting Group," biographical portrait of Byron N. Peck in *The Delaware and Hudson Company Bulletin*, October 1, 1925, pp. 3-4)

On September 11, 1883, Reese Price, was seriously injured when he slipped from the pilot of the engine on which he was working and his left leg was caught between the pilot and the rail, and he was dragged a short distance. Dr. Burnett, assisted by Drs. Bailey and Wheeler, amputated the leg that same day.

"A Brakeman Injured. / On Tuesday morning Reese Price, a brakeman on Conductor Morgan's train on the D. &H. RR., was seriously injured. He was riding on the pilot of the engine drawing the train on which he worked. The engine was being taken to the place where the fires are drawn before being housed. Price slipped from the pilot and his left leg was caught between the pilot and the rail. He was dragged a short distance. He was removed to his home in the Third Ward and Dr. Burnett summoned. He found the lower third of the left leg badly mashed. At eleven o'clock the same day Dr. Burnett, assisted by Drs. Bailey and Wheeler, amputated the leg. He is now as well as can be expected from a person in his condition. Mr. Price is a son of Mr. John R. Price and is twenty years old." (*Carbondale Advance*, September 15, 1883, p. 3)

Charles Hubbard, a D&H engineer, fell a distance of ten feet into the White Oak Run at Archbald and was badly injured. He remained unconscious for some days, but is now improving and will recover. Here is how the accident took place:

“Seriously Injured. / On Saturday evening Charles Hubbard, an engineer on the D. & H. R. R., met with a serious injury near Archbald. On entering Archbald, as he approached a steep grade in the road, he noticed another train ahead of him. He stopped his engine and dismounted to see whose train it was. The engine was standing near the bank of a dry creek known as White Oak Run. Into this dry creek he fell, the distance being about ten feet. His fireman, George Dimmock, also left the engine, taking a lantern with him. Not seeing Hubbard he immediately suspected what had happened and looked into the creek for him. He found him lying insensible, his right cheek badly cut and bruised. Hubbard was taken home and remained unconscious for some days, suffering concussion of the brain. He is now improving and will recover.” (*Carbondale Advance*, October 6, 1883, p. 3)

In early June 1884, a new car, built in the D&H shop in Carbondale, the car to be used exclusively for baggage and express matter, was put into service on Conductor Skeels' train on the Valley Road:

“A new car exclusively for baggage and express matter built in the company’s shop in this city, has recently been put on Conductor Skeels’ train. This is only one of the indications of a large increase of business on the valley road.” (*Carbondale Leader*, June 13, 1884, p. 2)

Also that same summer, 1884, the D&H built in Scranton a new passenger locomotive for use on the Valley Road between Carbondale and Scranton:

“The D. & H. C. Co. are building a new locomotive at Scranton which is to be used on the passenger train between this city and Scranton.” (*Carbondale Leader*, August 29, 1884, p. 2)

Many remarkable facts are presented in the biographical portrait of George Chapman that was published in the January 1, 1938 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 3-4, 13). One of those facts is that George Burrell was the Master Bridge Builder for the D&H, and that George Chapman worked for him in 1884 in the repair of the wooden bridge over the Lackawanna River at Providence. Here are some additional interesting facts from George Chapman's biographical portrait::

"During a business recession in 1884, Mr. Chapman worked as a carpenter under Master Bridge Builder George Burrell, repairing the wooden bridge at Providence which spanned the Lackawanna River. Mr. Chapman also recalls that when he first ran north to Nineveh the span on

the present site of the gauntlet bridge at Center Village was an all-wood covered bridge. To avoid a fire such as had destroyed the Rensselaer and Saratoga Railroad bridge over the Hudson between Green Island and Troy, May 10, 1862, a Mr. Hatch was employed as watchman to walk through the 300-foot span after each train passed to be sure that no fire had been started by flying sparks."

The Rev. H. G. Blair from Jackson stopped in Carbondale on his way to the Moody meetings in Scranton. The D&H sold reduced-fare excursion to those meetings, 80 cents the round trip from Carbondale:

"Rev. H. G. Blair, pastor of the M. E. Church at Jackson, Susquehanna County, arrived by the Saratoga express on Thursday afternoon, and is visiting friends in town. He is on his way to Scranton to attend the Moody* meetings. The Delaware and Hudson Canal Co. will sell excursion tickets to those who wish to attend the Moody meetings at Scranton, for 80 cents the round trip, from Carbondale." (*Carbondale Advance*, January 24, 1885, p. 3)

*Dwight Lyman Moody (February 5, 1837 – December 22, 1899), also known as D. L. Moody, was an American evangelist and publisher, who founded the Moody Church, Northfield School, and Mount Hermon School in Massachusetts (now Northfield Mount Hermon School), the Moody Bible Institute, and Moody Publishers.

Significant enlargement of the Valley Road took place in the mid-1880s. Double tracking the line from Jermyn to Carbondale was under way in April 1885 and completed by October of that year. At the same time, the bridges along the route were being enlarged:

"The rails for the double track between Jermyn and this city are scattered along the old track, and will be laid shortly. The bridges along the route are being enlarged. The increasing business of the road demands increased facilities." (*Carbondale Advance*, April 18, 1885, p. 3)

Carbondale Leader, May 28, 1885, p. 2

New time table goes into effect on Monday, June 1, 1885

A new time-table goes into effect on the D. & H. C. Co's railroad on Monday, June 1. The only change in the time of passenger trains is that the train now leavvig this city at 12:20 will hereafter leave at 11:30 and arrive in Scranton at 12:20. This will give our people who have business in the latter place fifty minutes longer to spend there and will be quite an advantage in that respect. Freight train No. 20 will leave here at 10:55 a. m., and arrive in Scranton at 12.40. Besides this there are changes in one or two coal trains of interest only to employes. Conductor Gilbert's accom-
modation which leaves here at 6.10 a.m., will hereafter run through to the D. L. & W. depot in Scranton.

"Conductor Gilbert's accom-
modation which
leaves here
[Carbondale] at
6.10 a. m., will
hereafter run
through to the D.
L. & W depot in
Scranton."

Reduced fares and special trains on the D&H for the Fourth of July celebrations, 1885:
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"The D. & H. C. Co. will sell round trip excursion tickets on July 4th from all stations to Honesdale, Carbondale and Scranton at 2/3 regular round trip rates. A special train will be run from Scranton at 11 p.m., thus affording all an opportunity to witness the display of fire-works."
(*Carbondale Leader*, June 30, 1885, p. 1)

Horace G. Young was appointed general manager of the Delaware and Hudson Canal Company on September 30, 1885. In *Mathews*, 250-51, we read: "The Honesdale *Citizen*, speaking of this

appointment, editorially, says,--‘While there is a cordial recognition of the new official's experience and proved ability as amply vindicating this appointment, it is not without a certain element of unexpectedness, due to the contrast in years between the appointee and his predecessor. To compare a civil with a military career, it is much like the selection of the youthful Bonaparte to command the army of Italy; and it is not too much to predict that a further parallel will be found in successful results. The new general manager was born in Honesdale, January 26, 1854. After due preparation for college, he entered the Rensselaer Polytechnic Institute, at Troy, N. Y. There he received a thorough scientific course, and was graduated with honor. In 1879 he entered the Delaware and Hudson service as assistant to the general manager. Here, bringing to the task the scientific acquirements gained at the Polytechnic, and with the valuable counsel of the general manager in their application to the work in hand, he rapidly mastered the complicated details of railroad and canal operations. In July, 1882, he was promoted to the position of assistant general manager, and took in special charge the Northern Railroad Department. This embraced the Albany and Susquehanna road, the New York and Canada, the Rensselaer and Saratoga, the Duaneburg and Schenectady, the Utica, Clinton and Binghamton, and the Cherry Valley Branch, with upward of six hundred miles of track; and of these roads he was practically the superintendent. In this position he proved himself a thoroughly practical railroad manager, of unusual energy, judgment and administrative ability. His success in the direction of this department was fully appreciated by the Delaware and Hudson directory, and the most conclusive proof of a practical recognition of his merits is seen in his appointment to the position so long and so ably filled by his father. This confidence in his ability rests on a substantial basis, and in the brilliant career on which he has entered he has the best wishes of a host of friends.’ ” (*Mathews*, pp. 250-51)

Nine months later, H. G. Young was also appointed Assistant President of the D. & H. C. Co.:

"H. G. Young has been appointed Assistant President of the D. & H. C. Co., in addition to his previous position of General Manager. The new appointment took effect June 1st." (*The Journal*, June 3, 1886, p. 3)

In its account of this new appointment for H. G. Young, the *Carbondale Leader* appropriately recognizes the fact that H. G. Young's abilities are universally conceded and that he is presently following in the footsteps of the late—and great—D&H President, Thomas Dickson:

“Horace G. Young, Gen. Manager of the D. & H. C. Co.’s Railroads, has been designated as Assistant President. Mr Young’s abilities are universally conceded and we shall expect in a few years to see him reach the point attained in the service of the company by the late President Dickson. He is following in his footsteps closely.” (*Carbondale Leader*, June 11, 1886, p.2)

By early October 1885, it was quite clear that the entire D&H Valley Road would very soon be double tracked:

1885: "The improvements on the line between Carbondale and Scranton are being pushed forward rapidly. Richard Kellow has a gang of men at Archbald laying new rails and ties and putting in a switch. New rails and ties have also been put in between Peckville and Olyphant and also new ties below Olyphant. The indications all point to an extension of the double track shortly." (*Carbondale Leader*, October 9, 1885, p. 4)

Working between rail cars is a dangerous enterprise. On November 14, 1885, Harry Cox of Belmont Street, Carbondale, while fixing a link in the drawhead of a car, had an arm seriously hurt when the cars came together quickly.

"Accident on the D. & H. / Harry Cox, of Belmont-st., a brakeman on Conductor Gilbert's freight between this city and Scranton had his arm badly mashed by the bumpers in the Scranton yard on Saturday afternoon. He was fixing a link in the drawhead of one of the cars which were a few feet apart, and the cars coming together quickly did not give him time to get his arm out of the way. The member was broken in several places and badly bruised. He is in a very critical condition and the arm will be amputated this morning if his strength will permit." (*Carbondale Leader*, November 20, 1885, p. 4)

When the 20-year lease on the Union Railroad between Green Ridge and Mill Creek expired in 1886, the D&H assumed exclusive control of the line. This opened many doors for the D&H:

"Railroad Changes in Prospect. / We have learned from an official of the D. & H. C. Co. that important changes in the line of road down the valley are in contemplation in the near future. It is said that the lease under which the Lehigh and Susquehanna company are operating the road between Green Ridge and Mill Creek, will expire in about a year, at the end of which time the D. & H. will assume its exclusive control. It is the intention to make a connection with the Lehigh Valley road, thus running a through line to Wilkes-Barre, and giving the latter company direct connection with Scranton and the outlets of the D. & H. at the North and East. / These changes will be highly important, and will be likely to bring some advantage to this locality,--much more than the present railroad connection. The last few years have witnessed great progress in the Lackawanna Valley, but they are quite insignificant compared with what the next decade may bring forth." (*Carbondale Leader*, November 24, 1885, p.4)

Dr. Julia S. Hunter was killed on January 29, 1886, when the 11:30 A.M. passenger train from Carbondale to Scranton struck the carriage in which she was riding at the Erie breaker crossing about two miles south of Carbondale. Here is the account of this shocking accident that was published in the *Carbondale Leader*:

“A SHOCKING ACCIDENT. / MRS. DR. HUNTER MEETS AN UNTIMELY DEATH ON THE RAILROAD. / Mrs. C. W. Stanton and Daughter, of Jermyn, Also Injured. The Latter Miraculously Escape the Sad Fate of Their Companion. / On Friday morning the people in the city were shocked by the startling news that Dr. Julia S. Hunter had been instantly killed by the 11:30 passenger train on the D. & H. Railroad, about two miles below town. Many could not believe the story, which spread rapidly and was on almost everybody’s lips, but inquiries proved the report to be too true. Great excitement prevailed at the confirmation of the report. / Mrs. Hunter, in company with Mrs. C. Wesley Stanton and daughter Stella Stanton, of Jermyn, left her residence and office over Burr’s jewelry store on Main-st. for that place about quarter past eleven. Mrs. Hunter had a large practice in Jermyn, and, as was the usual custom, Mrs. Stanton, who was an intimate friend, drove up to convey her there in her carriage. At the Erie breaker crossing, where the accident took place, the view is obstructed on either side by high banks of culm and ashes, but these would not have prevented the ladies seeing the approaching train had not the top of the buggy been up. This almost entirely shut out the view both up and down, and without any suspicion of probable danger they drove on the track. The fireman on the train then rushing down toward them at the rate of thirty-five miles an hour, noticed the approaching carriage, but did not suppose the occupants would venture to cross. Although he made an effort to alarm them by ringing the bell, he was horrified to see the horse driven directly across the rails. The engineer was of course on the right-hand side of his engine and did not see the carriage at all. If he had he could have done nothing to prevent the accident, as the train was almost upon it when first seen. / The first that the occupants of the vehicle knew of the approaching train was told them by the roar and almost instantaneous crash. The horse was thrown nearly forty feet away on one side of the track and the carriage was knocked into splinters. The occupants were thrown high into the air. Passengers in the third coach saw pieces of buggy in the air as they flew past, and the train must have gotten almost by before the unfortunate victims struck the ground. Mrs. Hunter struck upon her head on the rails of the other track and was killed instantly. Her skull was fractured and there were numerous bruises upon her body. Mrs. Stanton was also thrown high in the air and fell between the rails. She was picked up in an unconscious state and it was at first thought that she had received internal injuries. Several times rumors of her death were heard upon the street, but a telephone message from Dr. Church, of Jermyn, announced that evening that there were good prospects of her recovery, much to the relief of the numerous sympathetic inquirers. Miss Stanton miraculously escaped with slight injuries by being thrown into a snow drift. / As soon as the accident had occurred the train was stopped and the D. & H. ambulances telegraphed for by Conductor Skeels, in which the remains of Mrs. Hunter were brought to this city. Mrs. and Miss Stanton were taken to their home in Jermyn by a neighbor from that place who had been notified. Mr. Benscoter, the engineer, did

not go back to see the terrible sight, and his feelings can better be imagined than described. This is said to be the first fatal accident in which he has ever been so unfortunate as to take a part. The relatives and friends of the victims exonerate him from all blame and freely admit that he could not have prevented the sad accident. / Both Mrs. Stanton and her daughter have frequently visited in this city and have a large circle of friends here who sympathize with them in their trouble. Mrs. Hunter was a successful physician and since her settlement here four years ago has attained a large practice in this vicinity. In a social way she was one of the kind who 'wore' well—with whom long acquaintance begat closer friendship. She leaves two sons, aged respectively 11 and 14 years, one of whom is living in Brooklyn, N. Y., and the other attending school at Harford, Susquehanna county. She left no husband, as has been stated, having received a divorce from him some time ago. / The funeral services were held on Sunday afternoon at Clifford where she was buried. A large number of people from this city and surrounding towns attended the ceremony, which attested to the high estimation in which the lady was held where she was well known. Rev. P. D. of this city officiated at the ceremonies and Drs. Kelly, Gillis, Shields, Wheeler, Bailey and Day acted as pall-bearers." (*Carbondale Leader*, February 2, 1886, p.4).

Possibly as a consequence of this accident at the former Erie breaker crossing, an underpass was installed at this crossing. The automobile road from lower Gordon Avenue to Mayfield passes under the tracks of the Delaware-Lackawanna at this location at the present time.

Another horse and buggy/train accident on the Valley Road. The two men in the buggy were thrown from the vehicle and the buggy demolished, but no one was injured.

"A Narrow Escape. / As the D. & H. passenger train from Carbondale, which arrives in this city [where was the *Truth* published?] at 6:10 p. m., was passing through Sand Banks last evening the engine collided with a buggy containing two men. The men were thrown from the vehicle several feet and the buggy demolished. No one was injured.—*Truth*." (*Carbondale Leader*, March 5, 1886, p. 4)

"The *Honesdale Citizen* says: All the coal is being removed from the pile of the Penn'a Coal Co., in Hawley, as rapidly as possible, and when the work is completed the pockets will be removed, after which date our neighboring borough, as a storage point, will be a thing of the past." (*The Journal*, April 22, 1886, p. 3)

The only section of the Valley Road from Carbondale to Scranton that was not double-tracked by May 1886 was the section between Olyphant and Archbald, and it was expected that that gap would be filled during the summer of 1886, at which time it was expected that a late train would be added to the trains on the Valley Road.

“Double Track on the D. & H. / Work on the double track between Scranton and Carbondale is being pushed forward and it is expected that the gap between Olyphant and Archbald will be closed during the coming summer, which will complete the second track to Carbondale. In anticipation of increased work this year the Delaware and Hudson Canal Company is enlarging the freight depot at Carbondale and making other arrangements to do a larger business in the future. / When the double track is completed and the road from here to Wilkes-Barre is run by the Delaware and Hudson Canal Company, it is expected that increased facilities for travel between the three cities, especially at night, will be given. At present there is no late train either up or down the valley, a circumstance which operates greatly to the disadvantage of Scranton merchants, whose interests would be advanced by people from out of town being able to come here and make purchases in the evening, returning home the same night. As there are a number of new passenger cars building at Carbondale and four new engines are soon to be added to his division, it is expected that additional trains will be furnished.—*Scranton Republican*.” (*Carbondale Leader*, May 11, 1886, p. 4)

On May 27, 1886, rumor had it that an 11 o'clock train on Saturday night would be added to the trains from Scranton to Carbondale:

"It is rumored that the D. & H. C. Co. will hereafter run a night train between Scranton and this city every Saturday evening. The train will leave Scranton at 11 o'clock and arrive here at 12. This arrangement will supply a long-felt want, and will be a great convenience to the traveling public." (*The Journal*, May 27, 1886, p. 3)

To be sure, the D&H added two new Saturday evening trains to the Valley Road at the end of May, 1886: Carbondale to Scranton, departure at 8:45 P. M., Scranton to Carbondale, departure at 11 P.M.

"A New Train on the D. & H. / At the solicitation of many and for the convenience of the large population between this city and Scranton, Superintendent Manville has placed another train on the time table which will leave Carbondale every Saturday evening only at 8:45 p. m. arriving at Scranton at 9:37 and leaving there at 11:00 arrive here at 11:51. This will not only be appreciated by the travelling public but it may be of great benefit to the business men of this city as parties living in the neighboring towns can now come to Carbondale to do shopping in the afternoon without being hurried home on the next train. The amusement loving part of our populace will be pleased also as it will enable their attendance at very many of Scranton's gay Saturday evening diversions.” (*Carbondale Leader*, May 28, 1886, p.4)

Work on the double track between Peckville and Olyphant was pushed vigorously forward:

"Work on the D. & H. C. Co.'s double track between Peckville and Olyphant is being pushed vigorously forward, and the officials of the company expect to have it in operation before long." (*The Journal*, July 1, 1886, p. 3.)

Time table effective, July 15, 1886

THE JOURNAL.

CARBONDALE, PA., JULY 15, 1886.

Six daily passenger trains, both ways, Carbondale / Scranton. Also a Saturday night train both ways.

D. & H. C. Co.

Trains leave Carbondale for Scranton at 8.20 and 11.25 a. m., 3.45 and 5.20 p. m. arriving at Scranton at 9.10 a. m., 12.15, 4.30 and 6.10 p. m. Second class trains leave this city, for Scranton at 6.35 and 10.55 a. m.

Trains leave Scranton for Carbondale at 5.20 and 9.55 a. m., 2.10 and 7.10 p. m., arriving in this city at 6.00 and 10.45 a. m., 3.00 and 8.00 p. m. Second class trains leave Scranton at 8.15 a. m. and 1.20 p. m., arriving here at 10.00 a. m. and 2.50 p. m.

Saturday evening only.—A passenger train leaves this city at 8.45, reaching Scranton at 9.37. Leaves Scranton at 11.00 and reaches this city at 11.51 p. m.

Four Gravity passenger trains daily to Honesdale; three Gravity passenger trains to Carbondale daily.

D. AND H. GRAVITY RAILROAD.

Trains leave this city for Honesdale at 8.00 and 11.45 a. m., 3.30 and 4.30 p. m., arriving in Honesdale at 9.15 a. m., 1.00, 4.45 and 5.45 p. m.

Trains leave Honesdale at 6.40 and 9.45 a. m., and 3.00 p. m., arriving at this city at 8.00 and 11.00 a. m., and 4.20 p. m.

In July 1886, the D&H completed a three-mile branch from Mill Creek to South Wilkes-Barre, which gave the company a new connection with the Lehigh Valley and also a shorter outlet from the Plymouth mines:

“The D. & H. Canal Company has recently completed a branch of its Pennsylvania division from Mill Creek to South Wilkes-Barre. The branch is about three miles long and gives the company a new connection with the Lehigh Valley road and also gives it a shorter outlet from the Plymouth mines.” (*The Journal*, July 22, 1886, p. 3)

The announcement of a new D&H timetable, effective Monday, August 16, 1886, was published in *The Journal*, August 10, 1886, p. 3. This announcement is filled with interesting facts about the D&H and its operations:

- beginning August 16, 1886 there will be eight passenger trains per day, each way, on the Valley Road between Carbondale and Scranton, with the running time between the two cities to be 50 minutes. William Rosser will be the new conductor of trains on the Valley Railroad.
- beginning August 16, 1886, there will be five trains each way on the Gravity Railroad between Carbondale and Honesdale (trip to Honesdale, 80 minutes; trip to Carbondale, 90 minutes). All trains for Honesdale will leave the locomotive depot on Dundaff Street at the time given, and the Foot of One or Main street station, five minutes later. All trains from Honesdale except the 4.30 p. m. will run to the locomotive depot. Ed. Hubbard will be the new conductor on the Gravity Railroad. /
- a new station, named Glenside, has been established in Carbondale Township two miles below Carbondale, in the borough of Glenwood
- Carbondale will now have nineteen passenger trains leaving and nineteen arriving each day except Sunday, making a total of thirty-eight trains a day—16 on the Valley Road, 10 on the Gravity, and 12 (including second class) on the Jefferson Branch of the Erie from Carbondale to Lanesboro.
- In 1858, on the first D&H passenger trains from Carbondale to Providence, E. P. Garland was the manager of the trains, and Isaac Decker was the conductor, and the train started from a platform on the hillside near Esquire Yarrington’s residence

Here, then, is the announcement of a new D&H timetable, effective Monday, August 16, 1886, that was published in *The Journal*, August 10, 1886, p. 3.

“A New Departure. / That the Del. & Hud. C. Co., are alive to the increasing importance of our city and its demands for enlarged traveling facilities is evinced in the great increase in the number of passenger trains which this company will run on their roads to Scranton and to Honesdale, on and after Monday next. Heretofore there has been four first-class passenger trains per day each way, between this city and Scranton; the new schedule increases the number to eight. There will be five trains each way between this city and Honesdale. The new schedule of passenger trains on the Valley Railroad between this city and Scranton, after Monday next will be as follows: Leave Carbondale at 7.00, 8.20, 9.50, 11.25 a. m., 1.00, 3.50, 5.20, and 9.30 p. m. Trains will leave Scranton for Carbondale, at 5.20, 8.40, 10.00, 11.50 a. m., 2.10, 5.00, 7.10 and 11.00 p.m. The running time between the two cities is fifty minutes. It will be seen that the late train which for the past two months has been run on Saturday nights, will soon run every night. A new station has been established two miles below this city, in the borough of Glenwood [In the *125th Anniversary of Mayfield 1881-2006* book, on page 3, we read: "In April of 1881, seventy-five free holders of the town of Glenwood (a part of Carbondale Township) in Lackawanna County filed a petition with the Court of Quarter Sessions of the Peace for the County of Lackawanna for the incorporation of the Borough of Glenwood. . . On November 7 in 1881 the Court of Lackawanna County confirmed the petition of the residents and established the Borough of Glenwood. / The village was developed around the workings of the Glenwood coal breaker operated by the Hillside Coal & Iron Company. It was located between the Lackawanna River and the Delaware & Hudson Railroad in the southern section of the city."], and has been named ‘Glenside’ at which the 7.00 a.m., and 5.20 p.m. trains from this city and the 8.40 a.m. and 7.10 p. m. trains from Scranton will stop. / On the Gravity Railroad trains will leave for Honesdale at 7.25, 9.40, 11.25 a.m. 3.10 and 4.30 p.m. Will leave Honesdale for Carbondale at 6.40, 9.45, 11.20 a.m., and 2.20 and 4.30 p.m. The running time of the passenger trains from Carbondale to Honesdale is 80 minutes, and from Honesdale to Carbondale is 90 minutes. All trains for Honesdale will leave the locomotive depot on Dundaff street at the time given, and the Foot of One or Main street station, five minutes later. All trains from Honesdale except the 4.30 p. m. will run to the locomotive depot. This will be a great convenience to through passengers, obviating the necessity of the bus, for conveying passengers from one train to the other. / The trains are so arranged as to make close connections both ways on the two Railroads, and also close connections with other Railroads at Green Ridge, Scranton, Honesdale and the Jefferson Branch here, giving our citizens facilities equal to any town in the country. / Wm Rosser will be the new conductor of trains on the Valley Railroad, and Ed. Hubbard on the Gravity Railroad. / Carbondale will now have nineteen passenger trains leaving and nineteen arriving each day except Sunday, making a total of thirty-eight trains a day--16 on the Valley, 10 on the Gravity, and 12 (including second class) on the Jefferson Branch. / This recalls to our mind the time when the Del. & Hud. C. Co. made its first innovation here in the line of passenger business. In 1858 the company had extended its line of railroad to Providence, to reach the coal mined there, and its managers conceived the idea of also utilizing their facilities in conveying passengers to

connect with the then new railroad to New York and the West of Scranton. Some crude passenger cars were improvised, with E. P. Garland as manager and Isaac Decker as conductor, and the train started from a platform on the hillside near Esq. Yarrington's residence. From there to Olyphant the cars were run by gravity, when a small locomotive was attached to haul it to Providence, and the passengers were carried from there to Scranton by omnibus. W. W. Bronson, the owner of the line of stages from Carbondale to Wilkes-Barre, felt that this was an infringement upon his sacred rights, which, he and his predecessors had enjoyed almost from time immemorial, and knowing that the coal trains were run without any schedule time and subject to frequent delays and smashups, he predicted that the passenger train would meet with like mishaps, and fail generally in its connections, and the public would soon be glad to return to his more reliable means of conveyance. But his prediction was not fulfilled. The passenger train made fair time and run with approximate regularity notwithstanding occasional delays, speedily became popular, and the stage line became a thing of the past. New and cozy cars with seats in omnibus style were built, the railroad was extended to Scranton, and Carbondale was connected with the rest of the world by railroad. The wonderful increase in the population of the Valley through its coal development ere many years required still greater railroad facilities and the enterprise of the Delaware and Hudson Canal Co. again supplied the demand by constructing its present first-class locomotive road. / Notwithstanding their success with passenger traffic on the Valley gravity railroad, the company for many years were loth to hazard carrying passengers over their mountain Gravity Railroad to Waymart and Honesdale, but with the perfection of their road and machinery they finally concluded to do so, and that traffic has increased to now demand five trains a day. The Gravity railroad, on account of the grandeur and variety of its scenery, and the novelty and variety of the power utilized for running the trains is becoming one of the most popular excursion routes in this part of the country." (*The Journal*, August 10, 1886, p. 3)

In the following week, the *Carbondale Leader* published a similar announcement about the D&H timetable to be effective August 23, 1886. From this announcement, we learn, in addition to train arrival and departure times, some interesting facts

- At Glenside, the 7 o'clock A.M. and the 5:20 P.M. down trains and the 8:40 A.M. and the 7:10 P.M. trains will stop on signal.
- On the sixth of November, 1886, the D. & H. C. Co. will assume exclusive control of their line of the road between Green Ridge and Wilkes-Barre, and will extend their passenger train service to the latter point,--running trains through from Carbondale without change.

Here, then, is the announcement of a new D&H timetable, effective, Monday, August 23, 1886, that was published in the *Carbondale Leader*, August 17, 1886, p. 4:

“A NEW TIME TABLE. / Increased Passenger Facilities on the D. & H. Road After August Twenty-third. / On and after next Monday, the number of first-class trains on the Del. & Hud. railroad between this city and Scranton will be doubled. Trains will leave here at 7, 8:20, 9:50, 11:25 a.m. and 1, 3:50, 5:20 and 9:30 p.m. Leave Scranton at 5:20, 8:40, 10 and 11:50, a.m., and 2:10, 5, 7:10 and 11 p.m. / A new station has been established at Glenside (two and a half miles below this city) where the 7 o’clock a.m. and the 5:20 p.m. down trains and the 8:40 a.m. and the 7:10 p.m. up trains will stop on signal. / The service is also to be increased on the Gravity,--trains running on and after Monday next as follows: Leave Carbondale at 7:25, 9:40, 11 a.m. and 3:10 and 4:30 p.m. Leave Honesdale at 6:10, 9:45 and 11:20 a.m., and 2:20 and 4:30 p.m. / The passenger train service on this road will now be about as perfect as it could be made, and the proposed increase will be what it was intended to be for the public accommodation. It will enlarge the Company’s expenses and add but little if any to their revenue from this source, and we doubt not it will be appreciated as a concession to the wants of the traveling public. The Delaware & Hudson Company has sometimes been referred to as slow in adopting innovations and improvements upon long established custom, but its history of late years proves that its management is no longer subject to that imputation. / On the sixth of November the D. & H. C. Co. will assume exclusive control of their line of road between Green Ridge and Wilkes-Barre, and will extend their passenger train service to the latter point,--running trains through from this city without change.” (*Carbondale Leader*, August 17, 1886, p. 4)

In the August 26, 1886 issue of *The Journal*, it was announced that D. & H. station agents between Carbondale and Scranton would keep their depots open eighteen hours daily (except Sunday):

"The D. & H. station agents between here and Scranton now need to keep their depots open eighteen hours each day (except Sunday) for the accommodation of the increased passenger train service, and wonder if human nature is equal to such a task." (*The Journal*, August 26, 1886, p. 3)

In late October, 1886, the D&H finished the construction of another "handsome passenger coach" in the D&H shops in Carbondale:

"The D. & H. C. Co. have just finished another handsome passenger coach in their shops in this city." (*The Journal*, October 21, 1886, p. 3)

Four miles of the double tracking between Archbald and Olyphant on the Valley Road were completed by December 1886:

By December 1886, over four miles of double tracking had been completed between Archbald and Olyphant on the Valley Road. As such, "The line between Wilkes-Barre and Carbondale, except for about a quarter mile through the 'Scranton arch' and a half mile at Pleasant Valley, was therefore all double-tracked. (*COP*, p. 290)

In December 1886, the D&H decided to move, early in Spring of 1887, their freight depot from Wyoming Avenue to Penn Avenue, in the rear of the Dickson Boiler Works:

"The Delaware and Hudson Company have decided to move their freight depot from Wyoming avenue to Penn Avenue, in the rear of the Dickson Boiler Works, the early part of next Spring. They also intend to put in a large number of switches in the open space between Wyoming and Penn avenues. They have been compelled to do this on account of the great increase in freight business over their road. Engineers have been surveying the new location for the past few days.--Truth." (*The Journal*, December 16, 1886, p. 3)

In December 1886, the D&H began the construction in the D&H shops in Carbondale of three new passenger coaches for use on the Valley Road:

"The construction of three new passenger coaches for use on the locomotive road has been commenced in the D. & H. shops in this city." (*The Journal*, December 23, 1886, p. 3)

An elegant new passenger coach, built under the direction of D&H Master Carbuilder, Thomas Orchard, began service on the Valley Road in December 1886. The D&H, says the *Scranton Republican*, "is taking the lead in the matter of elegant passenger coaches in this section, and this latest addition to its rolling stock is an indication of the interest which the managers take in the comfort of the traveling public."

"A Handsome Passenger Coach. / The Delaware and Hudson Canal Company has added an elegant passenger coach to one of the trains running between Carbondale and this city. It is superior in finish to all other coaches in the service of the Company and is a tribute to the taste and skill of Mr. Orchard, Master Carbuilder for the corporation. The Delaware and Hudson Canal Company is taking the lead in the matter of elegant passenger coaches in this section, and this latest addition to its rolling stock is an indication of the interest which the managers take in the comfort of the traveling public.--*Scranton Republican*" (*The Journal*, December 30, 1886, p. 3)

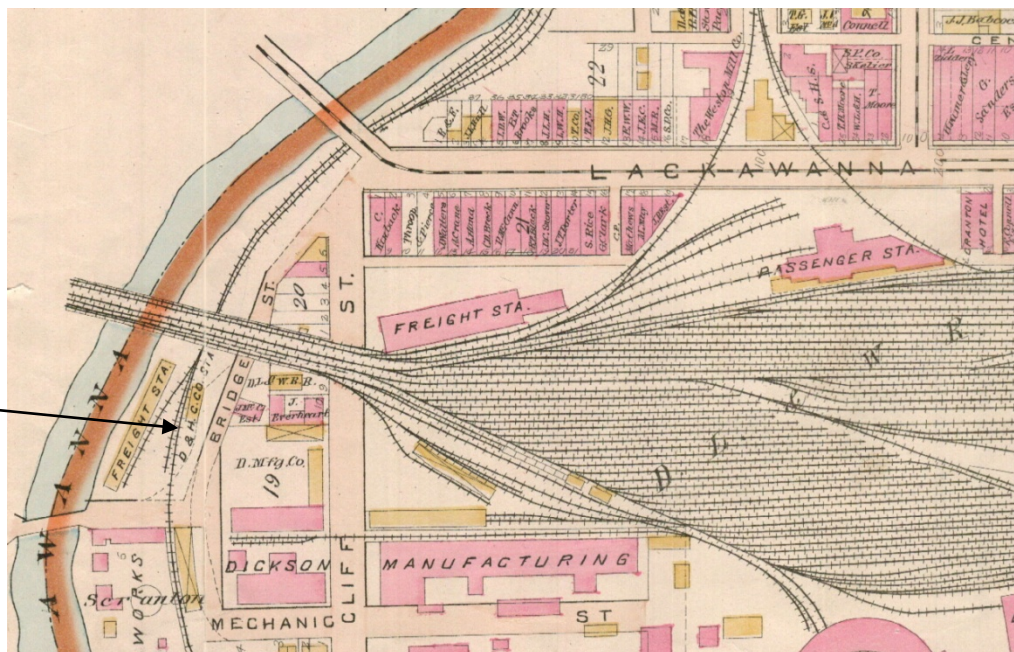
With the D&H now (November 1886) in control of the line from Green Ridge to Mill Creek, Superintendent Manville initiated renovations to the Bridge Street passenger station in Scranton, and important component in the D&H passenger system in the Lackawanna and Wyoming valleys.

"Improvements at the Bridge Street Station. / Superintendent Manville is certainly alive to the best interests of his road. During the past week the Delaware & Hudson Company have made marked improvements in the Bridge street station. The ceilings of the waiting rooms have been freshly kalsomined, the wood work repainted, and the walls finished in oil with a frieze of harmonious coloring. The ticket and telegraph offices and the baggage rooms have been also renovated, and new gas fixtures placed in all parts of the building. The exterior has not yet been touched, but is probable that it will also be repainted. The improvement is one that will be hailed with pleasure by the traveling public and will give those who come to Scranton by that route a much better impression of the place. The station has heretofore been dirty, dingy and forbidding; now it is as attractive as it is possible to make a depot so unfortunately situated. It is understood that the company will build a modern station in the spring, but the location has not yet been decided upon.--*Lackawanna Intelligencer.*" (*The Journal*, January 13, 1887, p. 3)

With the renovations completed, the Bridge Street station "is as attractive as it is possible to make a depot so unfortunately situated." (*Lackawanna Intelligencer.*" (*The Journal*, January 13, 1887, p. 3).

The exact location of the D&H Bridge Street station is shown on the detail given below from *Atlas of the City of Scranton and Borough of Dunmore*, 1888.

D&H Bridge Street passenger station. With the opening of the D&H depot on Lackawanna Avenue in 1894, the Bridge Street passenger station was no longer used.



Time table to go into effect, February 25, 1887.

New Time Table.

A new time table goes into effect on the Delaware & Hudson road to-morrow. The following is a summary of the new schedule:

Leave Carbondale for Scranton and Wilkes-Barre at 7.00, 8.20, 9.50, 11.20 a. m., 1.00, 3.46, 5.20, 8.15 p. m.

Arrive at Wilkes-Barre at 8.32, 10.00, 11.30 a. m., 12.50, 2.54, 5.11, 7.00, 9.50.

Leave Wilkes-Barre for Scranton and Carbondale at 7.50, 9.10, 10.30, a. m., 1.25, 2.25 to Green Ridge, 3.40, 6.10, 10.21 p. m.

Leave Scranton for Carbondale (Bridge street depot) at 8.40, 10.00, 11.20, a. m., 2.15, 4.35, 7.00, 10.08 p. m.

D. & W. depot—7.00, 8.40, 10.00, 11.45 a. m., 2.10, 5.00, 7.00 p. m.

Arrive at Carbondale from Scranton at 7.50 a. m., from Scranton and Wilkes-Barre at 9.29, 10.50 a. m., 12.31, 3.00, 5.47, 7.50, 11.50 p. m.

The principal new features of the table are, the train leaving here at 9:50 now runs through to Wilkes-Barre: a new train has been put on which runs only between Wilkes-Barre and Green Ridge, leaving the former place at 2.25 p. m. Another local passenger train between Green Ridge and Scranton has been put on. also three new Scranton freight trains, south bound leaving here at 11.25 a. m. and arriving in Scranton at 1 o'clock. and north bound leaving Scranton at 9.10 a. m. and 3 p. m. arriving at Carbondale at 10.35 a. m. and 4.40 p. m.

With the D&H now in control of the line from Green Ridge to Mill Creek/Wilkes-Barre, the D&H is now offering direct passenger service from Carbondale to Wilkes-Barre.

"...the train leaving here [Carbondale] at 9:50 now runs through to Wilkes-Barre."

The seven Scranton to Carbondale passenger trains depart from the D&H Bridge Street depot.

With expanded passenger routes and increased passenger use, additional passenger coaches were needed by the D&H. Accordingly, the construction of two new coaches in the Carbondale D&H car shop was begun in later March, 1887:

"The construction of two new passenger coaches has been commenced in the D. & H. Canal Company's Carbondale shops." (*The Journal*, March 24, 1887, p. 3)

Conductor Rosser did not feel himself equal to the stress of the late hours for the last run to Carbondale from Wilkes-Barre and, in April 1887, resigned. His successor was William Histed.

"Conductor Rosser has resigned his position on account of the late hours of the last run from Wilkes-Barre to this city, impairing his health. He says he lost sixteen pounds during service on that train, and his general health was giving way. Wm. Histed is his successor." (*The Journal*, April 14, 1887, p. 3)

A broken driving rod on the engine on the 7 A.M. passenger train from Carbondale on May 10, 1887 delayed the arrival of this train in Scranton by 40 minutes. Engineer Benscoter escaped serious injury.

"This morning as the passenger train which leaves here at 7 o'clock was near Peckville, one of the driving rods of the engine broke. The broken rod struck the cab, damaging it considerably, and also broke a steam pipe, causing the steam to escape freely. The train was brought to a standstill, and was taken to Scranton by coal engine 37, about 40 minutes behind time. Engineer Benscoter, we learn, escaped serious injury." (*The Journal*, May 10, 1887, p. 3)

Railroading is a dangerous business. Two accidents reported in the *Carbondale Leader* of August 16, 1887: (1) Charles Smith, a D&H brakeman from Carbondale, got his foot caught between rails and was struck by an engine. The badly mangled foot was amputated later that day by Drs. Wheeler, Shields, and Kelly; (2) Conductor Clifford was struck by a piece of coal that was thrown at him as his train was passing through Scranton near Providence crossing:

"ACCIDENTS WILL HAPPEN. / Another Chapter, Some of Which Are Serious, and Some Are Not. / Charles Smith, a brakeman on the Delaware and Hudson Railroad, living on the corner of Lincoln avenue and Wyoming street, had one of his feet badly mangled by falling in front of the engine of his train in Scranton on Saturday. He ran ahead to turn a switch and his foot was caught between the rails the wheels passing over it before he could extricate it. The engineer did all in his power to stop the train, but he had such a short warning that it was impossible. The injured man was brought to his home in this city, where his foot was amputated the same evening by Drs. Wheeler, Shields and Kelly. He is doing well. / As Conductor

Clifford's train on the D. & H. was passing through Scranton near Providence crossing he was struck in the head by a large piece of coal and the scalp cut open in a bad manner. Several stitches had to be taken in the wound by Dr. Bailey. It is not known who threw the missile, but it is supposed that a tramp or some fiendish boys." (*Carbondale Leader*, August 16, 1887, p. 4)

Three D&H freight cars, standing near the Wyoming avenue freight house, were broken into during the night. Two cases of boots and shoes and some hardware were taken:

"Three D. & H freight cars, standing near the company's Wyoming avenue freight house in Scranton, were broken into and robbed on Tuesday night. Two cases of boots and shoes, some hardware &c. were taken." (*The Journal*, September 8, 1887, p. 3)

Car stoves on rail cars were prohibited, beginning in 1887. The *New York Tribune* wondered, editorially, by what they would be replaced. At the same time, the *New York Tribune* expressed the belief that oil lamps for lighting on rail cars should also go. That editorial was carried by the *Carbondale Leader* of September 6, 1887:

"Farewell to the Car Stove. / It is to be hoped that the railroad companies of the State are considering what they will do when the cold weather arrives to make their cars more comfortable. The danger of an increase of colds and analogous disorders, if not, indeed, pneumonia, as a result of the prohibition of the car stove is one that needs to be considered. Unless the railroads are ready promptly with whatever apparatus they propose to adopt, the public will be subject to considerable annoyance. Just when a howling nor'easter or an embryonic Dakota blizzard, too full of ardent emotion to wait the proper period of its maturity, will burst upon us cannot be accurately foretold, and the proper thing for the railroads to do is to anticipate all emergencies and have the machinery for heating their trains all tested and of ascertained value, ready for use before the fall advances. / The Legislature did wisely in banishing the car stove. It was the worthy ally of the air brakes, that don't brake, and it is chiefly responsible for dreadful conflagration horrors attending railroad calamities. Besides, it was a clumsy and highly unsatisfactory method of heating. Cars thus warmed were either as cold as a polar blast or as hot as a simoon. [A *simoon* is a strong, hot, sand-laden wind of the Sahara and Arabian Deserts.] There seemed to be no way of regulating the stove. Frequently passengers in its vicinity were toasting while their distant fellows were being frost bitten. How much better the stove's substitutes will be, remains to be seen. But if the problem of supplying heat for trains without exposing passengers to peril is not yet fully solved, nothing will more surely hasten the day of its solution than the banishment of the stove. / It's time, too, for the oil lamp to receive the same legislative attention. The worst features of the Chatsworth disaster were caused by fires resultant from the lamps. If an overthrown train escapes this danger, it can only be through something akin to a providential intervention. When subject to a severe shock, the most obvious thing for a lamp to do is to upset and after pouring its inflammable contents over everything

to apply the torch and increases a thousand percent the perils and horrors of the accident. As against the prohibition of the lamp, the railroads do not have even the arguments by which they could reasonably oppose the movement against the stove, for a far better illumination, as devoid of danger as any method could be, has been successfully devised. It is purely a question of expense with the railroads, and experience has shown that in many cases the only way they can be compelled to purchase the safety of passengers at the expense of their treasury is through legislative enactment. The public is well rid of the stove. Its retirement must be shared by the lamp.—*N. Y. Tribune.*"(*Carbondale Leader*, September 6, 1887, p. 2)

Railroad rumor, September 1887: the express train on the Jefferson Branch of the Erie railroad from Lanesboro to Carbondale (this line will be the subject of Volume XI in this series on the D&H) will soon be running through to Scranton on the D&H tracks, with the same service back to Lanesboro.

"A New Train Project. / A gentleman in the employ of the Erie railroad said to a *Leader* reporter recently that the express train on the Carbondale branch would soon be running through to Scranton on the D. & H. track. If the project is carried out that train would take the place of one of the D. & H. trains between here and Scranton, unless, indeed it should be an additional one, as the travel is increasing rapidly. It would be a great convenience to passengers going through to Susquehanna and along the line of the branch, and no doubt some of the travel between Scranton and Binghamton might be diverted to this route. It is a further consideration too, that in the event of this train service being established, another mail might be secured for Susquehanna and the towns along the Erie branch." (*Carbondale Leader*, September 8, 1887, p. 4)

Reaching out: Two D&H through cars daily to New York City from Green Ridge, beginning September 3, 1887: Reprinted in the September 9, 1887 issue of *The [Carbondale] Journal* is the following notice that was published in the Wilkes-Barre Department of the *Scranton Republican*:

"On Saturday the D. & H. C. R. R. Co. began running two cars to New York each day, attaching them here [Wilkes-Barre], upon their arrival here from Green Ridge to the L. & S. train. Then the D. & H takes two L. & S. cars, upon their arrival here [Wilkes-Barre] from New York and hauls them to Scranton. The first through car leaves Green Ridge at 7.40 a.m., and the second at 2 p. m.--Wilkes-Barre Dept. of *Republican.*" (*The [Carbondale] Journal*, September 9, 1887, p. 3)

The D&H began taking steps, in 1887, to establish a D&H depot on Lackawanna Avenue in Scranton. Seven years later, that depot would open.

“New D. & H. depot in Scranton. / *Truth* of Tuesday / The Delaware & Hudson Canal company, impressed, like everybody else who has business there, with the poor location of the Bridge street depot, is making an effort to purchase the Cleveland building on lower Lackawanna avenue. In the event of the purchase being effected, the building will be converted into a depot and all the open space in the rear of the adjoining block used for depot and yard purposes. / The company is making purchases of property on Mifflin avenue near the Vine street depot, and it is expected that a freight house will be erected in that neighborhood.” (*The Journal*, October 6, 1887, p. 2)

With the D&H now in control of a rail line to Wilkes-Barre, considerable improvements to the roadbed were made, including the installation of oak ties along the entire line:

"The Delaware & Hudson RR. is making considerable improvement to its road bed between Scranton and Wilkes-Barre. A very sharp curve about a mile above Moosic has been considerably reduced on the south bound track, and the north track will be similarly changed before long. The section men are also adding to the firmness of the track by the putting in of new oak ties all along the road, the heaviest work in this direction now being done below Pittston.--*Truth.*" (*The Journal*, October 6, 1887, p. 3)

Narrow escape for a passenger train on the Valley Road at Olyphant when a brakeman misunderstood an engineer's signal:

“While Conductor Clifford’s coal train was at Olyphant on Friday evening, a brakeman misunderstood the engineer’s signal, and thought he was ordered to cut the train in two, which he did, and failing to apply the brakes the hind part of the train started down the grade toward Dickson. The brakeman ran after it to apply the brakes but it gained in speed so rapidly that he was unable to catch it, and it dashed along at a high rate of speed until it met an approaching train. Truman Utley engineer, into which it dashed, smashing the caboose and several cars of the runaway train and damaging Utley’s locomotive. The seven o’clock passenger train from Scranton was only a short distance behind Utley’s train, and hence had a narrow escape.” (*The Journal*, November 24, 1887, p. 3)

The Valley Road and the Gravity Railroad crossed at Lookout crossing in Carbondale. Because of a mistake in signals, on November 19, 1887, Engineer Lingfelter's train on the Valley Road ran into a Gravity train there.

“Engineer Lingfelter’s train on the Valley Road ran into a Gravity train at the Lookout crossing in this city on Saturday evening, smashing several gravity cars. The collision was caused by a mistake in signals.” (*The Journal*, November 24, 1887, p. 3)

In late November / early December 1887, the Brothers Histed, together with R. B. Brockway and D. B. Brainard, spent two weeks hunting in Clearfield County, and succeeded in shooting four deer, and upon their return shared venison with their friends.

"Conductor Wm. H. Histed and engineer O. E. Histed returned on Tuesday from their hunting expedition. Their party consisted of R. B. Brockway and D. B. Brainard, of Scranton, and the brothers Histed, and they spent nearly two weeks in the wilds of the Alleghanies in Clearfield Co. The party succeeded in capturing four deer—one apiece—and venison is one of the delicacies enjoyed by their friends just now." (*The Journal*, December 8, 1887, p. 3)

In 1888, the D&H began the erection of gates at grade crossings between Plymouth and Carbondale. The gates were erected and maintained by James A. Farrell and Charles Johnson. In 1890, James Farrell was also charged with the maintenance of the new interlocking plant at Hudson, PA, and then later he had charge of a similar plant at Carbon Street Junction in Carbondale. In 1907, with the gradual expansion of D&H business it became necessary for someone else to take over a part of Mr. Farrell's duties; consequently, he was made maintainer of interlocking plants and signals south of Carbondale. Those facts, and others, we have learned from the biographical portrait of James A. Farrell that was published in the July 1, 1932 issue of *The Delaware and Hudson Company Bulletin* ("The Engineer Hired a Horse," pp. 195-196, 203), wherein we read:

"In 1888, the company began the erection of gates at grade crossings between Plymouth and Carbondale for the protection of pedestrians and vehicles. Mr. [James A.] Farrell and Charles Johnson were chosen to erect and maintain them. Two years later Mr. Farrell's work was extended to include the maintenance of the new interlocking plant at Hudson, Pa., where the Wilkes-Barre Connecting Railroad intersects the main line. Because of the two different track gauges, standard and narrow, stub end switches were installed. Under this arrangement the ends of the three rails on the main track were moved to engage the three rails of either the continuation of the main line or the turn-out onto the Connecting Railroad's right of way. Later Mr. Farrell had charge of a similar plant erected at Carbon Street Junction, Carbondale. /With the gradual expansion of business it became necessary for someone else to take over a part of Mr. Farrell's duties; consequently, in 1907, he was made maintainer of interlocking plants and signals south of Carbondale. He had six towers to maintain: three at Carbondale, Carbon Street, 'OU' Tower, at the junction of the Honesdale Branch and the main tracks, the Delaware and Hudson-Lackawanna diamond crossing, and plants at Moosic, Hudson, and Mineral Springs, Penna. / In 1921, after 53 years with our company, Mr. Farrell was placed in charge of the Signal

Department storehouse at Dundaff Street, Carbondale. He continued at this work until he was pensioned on July 1, 1931, after 63 years and 7 months in Delaware and Hudson employ.” (Biographical portrait of James A. Farrell, "The Engineer Hired a Horse," pp. 195-196, 203, July 1, 1932 issue of *The Delaware and Hudson Company Bulletin*)

An interlocking plant? The three Carbondale towers? Carbon Street in Carbondale? The OU tower at the junction of the Honesdale branch and the main tracks? The D&H Lackawanna diamond crossing?

With those question marks before us, we contacted John V. Buberniak on September 26, 2008, who replied as follows on the same day:

"Carbon Street was Dundaff crossing before the viaduct [1923]. OU tower was LookOUT Junction. The two letter symbol was telegraphic code for a location, i.e, 'WC' was West Carbondale, 'JN' was Jefferson Junction, 'FA' was Oneonta Tower, etc. Some were close to the actual name, but others were way off. There is a booklet in the collection [Carbondale Historical Society, D&H Transportation Museum] called "D&H Station Index" from about 1925. In it are all the stations and the call letters, and mile post numbers. An interlocking plant is a switch that is controlled from a tower or control point—not a manually operated switch. It's called a plant if there is more than one switch at a single location.

Just behind Weston Field, in Scranton, in the area just east of Providence Road and North of Olive Street there was an at-grade crossing of the DL&W and D&H. This DL&W branch crossed the D&H and then crossed the Lackawanna River, and then Providence Road to access the Diamond breaker. Thus it was called the Diamond Branch. It was still there into the 1990s; last used to bring boxcars to Diamond K Trucking who had a paper recycling plant there. I can remember when in the late 80s the bridge over the Lackawanna developed problems and the line was abandoned, and in the 90s removed and the bridge dismantled."

On the question of the two-letter telegraph call identifications for specific locations along the D&H railroad tracks, it is important to remember that at 22 locations along the D&H Canal, as well, there were telegraph facilities.

These locations are identified in the *Table of Distances* chart for the Delaware & Hudson Canal ("Arranged for the Information of the Telegraph Department by Charles Petersen, Superintendent) that is given on the following two pages. This *Table of Distances*, from a collection of historic papers that belonged to W. E. Anderson of the D&H Engineering Department, was reproduced in the September 1, 1932 issue (pp. 246-247) of *The Delaware and Hudson Railroad Bulletin*.

TABLE OF DISTANCES

ON THE

DELAWARE & HUDSON CANAL,

SHOWING ITS

Divisions and Sections, Counties, Telegraph Calls, Numbers of Locks, &c.,
and the Location of Aqueducts, Feeders, Stop-Gates, Waste-Weirs, &c.

ARRANGED FOR THE INFORMATION OF THE TELEGRAPH DEPARTMENT, BY CHARLES PETERSEN, SUPERINTENDENT.

	NAMES OF PLACES	Telegraph Office Calls	Miles from Honesdale.	Miles from Eddyville.	No. of Locks.		County.	Remarks.
PENNSYLVANIA SECTION. LACKAWAXEN DIVISION.	*HONESDALE	H		108	37	RR. Main Battery. Feeder.	Wayne.	
	LEONARDSVILLE.....		1	107	36			
	HOLBERT'S BASIN.....		2	106	35			
	BEARDSLEE'S BASIN.....		3	105		Aqueduct.....		
	BEACH FLAT.....		4	104	34			
	WHITE MILLS	CD	5	103	33	RR.....		
	BRINK'S DAM.....		6	102	32	Feeder.....		
	DANIELS'.....		7	101	31			
	NEWCASTLE.....		8	100				
	HAWLEY	HY	9	99	29 30	RR.....		
	TUMBLEDAW ROCK.....		10	98	27 28	Feeder.....	Pike.	
	POOLPIT.....		11	97	25 26			
	PUNCH CAMP.....		12	96	24			
	NARROWS.....		13	95	21 22 23	RR.....		
	SNYDER'S EDDY.....		14	94	19 20	Feeder.....		
	SHIMER'S EDDY.....		15	93	18			
	BLUE EDDY.....		16	92	17			
	MOUTH OF BLOOMING GROVE.....		17	91	16	RR.....		
	BLOOMING GROVE ISLAND.....		18	90	15			
	CRISWOLD	GD	19	89	13 14			
	WESTFALL'S.....		20	88	11 12	RR. Aqueduct.....	Sullivan.	
	ROWLANDS.....		21	87	10	RR.....		
	PORT HOWARD.....		21	87	9			
	LITTLE NARROWS.....		22	86	7 8			
	RIDGWAY.....		23	85	4 5 6			
	LACKAWAXEN	XN	24	84		RR. Aqueduct.....		
	DELAWARE AQUEDUCT.....		25	83	70 72	Delaware Feeder.....		
	STOP LOCK.....		26	82		Four Mile Level.....		
	BEAVER BROOK.....		27	81				
	PANTHER BROOK.....		28	80		Aqueduct.....		
	BARRYVILLE	B	29	79	68 69	Stop Gate. Hanging Rock.....		
	MITCHELL.....		30	78				
	HANDSOME EDDY.....		31	77	67	Waste Weir.....		
	BUTTERMILK FALLS.....		32	76				
	CRAIGSVILLE.....		33	75	65 66			
	VAN TUYLE'S BASIN.....		34	74				
	VAN TUYLE'S BROOK.....		35	73	64			
	POND EDDY	RM	36	72	63			

Telegraph Office Calls

The telegraph call letters for: Pond Eddy, Mongaup, Port Jervis, Neversink Aqueduct, Westbrookville, and Wurtsboro:

NAMES OF PLACES		Telegraph Office Calls	Miles from Honesdale.	Miles from Eddyville.	No. of Locks.		County.	Remarks.
NEW-YORK SECTION. SECOND DIVISION.	POND EDDY	RM	36	72	63			
	DECKER'S DOCK.....		37	71				
	FISH CABIN.....		38	70	62	Shad Fishing.....		
	VAN AUKEN'S BRIDGE.....		39	69	61			
	STAIRWAY BROOK.....		40	68	60			
	DICKERSON'S EDDY.....		41	67				
	MONCAUP	MP	42	66	58 59	Feeder. Aqueduct.....		
	BUTLER'S FALLS.....		43	65	57			
	BOLTON BASIN.....		44	64				
	HONESVILLE.....		45	63				
	SPARROWBUSH.....		46	62				
	WESTFALL'S BASIN.....		47	61		Stop Gate.....		
	*PORT JERVIS	SB	48	60		Twelve Mile Level.....		
	BEN CUDDEBACK'S.....		49	59		Stop Gate.....		
	PINE WOODS.....		50	58				
	BIRD-NEST ROCK.....		51	57				
	HORNBECK'S CULVERT.....		52	56		Waste Weirs.....		
	HUGUENOT.....		53	55				
	VAN ET TEN'S BRIDGE.....		54	54				
	PORT CLINTON.....		55	53	53			
	NEVERSINK AQ.	Q	56	52	51 53	Neversink Feeder.....		
	CUDDEBACKVILLE.....		57	51		Stop Gate.....		
	VAN INWEGEN'S BASIN.....		58	50				
	STAUNTON'S BASIN.....		59	49		Stop Gate.....		
	WESTBROOKVILLE	WB	60	48		Aq't. Yankee P'd Feeder.....		
	TUNNEL HILL.....		61	47		Stop Gate.....		
	INDIAN SPRING.....		62	46				
	OAK BROOK.....		63	45		Aqueduct.....		
	BROWN HAVEN.....		64	44		Summit Level.....		
	MANERZA SMITH'S.....		65	43				
	GRAHAM'S DOCK.....		66	42		Stop Gate.....		
	SNEED'S BASIN.....		67	41				
	*WURTSBORO	WS	68	40		Aqueduct. Stop Gate.....		
	GUMAER'S BROOK.....		69	39		Waste Weir. Stop Gate.....		
	SWAMP BRIDGE.....		70	38				
	LOG HOUSE.....		71	37				
	BEATYSBURG.....		72	36				
	DAVIS.....		73	35	49 59	Summit. Waste Weir.....		

Telegraph Office Calls

The telegraph call letters for: Phillipsport, Ellenville, Middleport, Alligerville, High Falls, Rosendale, Creek Locks, Eddyville, Rondout (D. & H. C. Co.), and Rondout (Private Office):

Telegraph Office Calls

NAMES OF PLACES	Telegraph Office Calls	Miles from Honesdale.	Miles from Eddyville.	No. of Locks.	County.	Remarks.
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NEW-YORK SECTION. FIRST DIVISION	SWAMP BRIDGE.....	SO	70	38
	LOG HOUSE.....	71	37
	BEATYSBURG.....	72	36
	DAVIS.....	.....	73	35	49 50	Summit. Waste Weir.....	.....
	PHILLIPSPO	SO	74	34	41 48	Topping's Res. Feeder...	.....
	COUNTY LINE.....	.....	75	33	38 40	Aqueduct. Change Bridge.	.....
	PENNY'S BASIN.....	.....	76	32	36 37	Feeder.....	.....
	JARED RITCHIE'S.....	.....	77	31	34 35	.....	.....
	BRODHEAD'S BRICK-KILN.....	.....	78	30	33	.....	.....
	CUTLER'S BASIN.....	.....	79	29	32	.....	.....
	*ELLENVILLE	RF	80	28	30 31	Mountain Brook Aqueduct.	.....
	TERWILLIGER'S.....	.....	81	27	28 29	Feeder.....	.....
	DECKER'S.....	.....	82	26	27	.....	.....
	NAPANOCH.....	.....	83	25	.....	Enderly's Basin.....	.....
	PORT BENJAMIN.....	.....	84	24	26	Aqueduct.....	.....
	PORT HXVSON.....	.....	85	23	25	Rondout Creek Feeder...	.....
	BRUYAN'S BASIN.....	.....	86	22	.....	Two Mile Level.....	.....
	MIDDLEP'T. (Kerhonkson,).....	MI	87	21	24	Dumond's Aq. Stony Kill.	.....
	MOUNTAIN BROOK.....	.....	88	20	.....	Mountain Brook Aq.....	.....
	C. P. HORNBECK'S.....	.....	89	19	.....	.....	.....
	DAVID VERNOOY'S.....	.....	90	18	.....	Four Mile Level.....	.....
	PORT JACKSON.....	.....	91	17	.....	.....	.....
	STONY KILL.....	.....	92	16	23	Aqueduct.....	.....
	FREELAND'S.....	.....	93	15	.....	.....	.....
	JOHN S. DEPUY'S.....	.....	94	14	22	Basin.....	.....
	ALLIGERVILLE	VI	95	13	21	Peterskill Feeder & Aq't.	.....
	SNYDERVILLE.....	.....	96	12	.....	.....	.....
	CLOVE CHURCH.....	.....	97	11	.....	Four Mile Level.....	.....
	HASBROUCK'S.....	.....	98	10	.....	.....	.....
	HIGH FALLS	HF	99	9	12 20	† Main Battery. Feeder.	.....
	COLE'S BASIN.....	.....	100	8	10 11	.....	.....
	LAWRENCEVILLE.....	.....	101	7	8 9	.....	.....
	ROSENDALE	RA	102	6	7	.....	.....
	LE FEVER'S FALLS.....	.....	103	5	6	Basin.....	.....
	HARDENBURG'S.....	.....	104	4	5	† Basin.....	.....
	CREEK LOCKS	CK	105	3	2 4	§.....	.....
	HORNBECK'S BRIDGE.....	.....	106	2	.....	.....	.....
	GREENKILL.....	.....	107	1	.....	.....	.....
	*EDDYVILLE	DE	108	.....	1	Guard & Weigh Lock.....	.....
	RONDOUT, D. & H. C. Co....	RN	.....	.....	.....	.....	.....
	RONDOUT, Private Office....	RD	.....	.....	.....	.....	.....

* Collector's Office. † Suspension Aqueduct. Double Tow-path from Lock 12 to Lock 20. ‡ Junction of Wallkill and Rondout Creeks. § Boats pass three miles through Rondout Creek.

Herald Job Printing Establishment, Honesdale, Pa.

Back to the Railroad:

You can't run collieries without empty coal cars, and you can't supply collieries with empty coal cars when the railroad is blockaded by snow, as it was on January 28, 1888:

"The D. & H. collieries about Scranton and Olyphant were idle on Saturday on account of lack of cars, caused by the snow blockade* of the railroad." (*The Journal*, February 2, 1888, p. 3)

*This was not the Great Blizzard of 1888, which took place March 11-14, 1888, and which was one of the most severe recorded blizzards in the history of the United States. America. Snowfalls of 20–60 inches fell in parts of New Jersey, New York, Massachusetts, Rhode Island, and Connecticut, and sustained winds of more than 45 miles per hour produced snowdrifts in excess of 50 feet. Railroads were shut down and people were confined to their houses for up to a week.

The car stove was banned in rail cars beginning in 1887 (see pp. 205-06, above). In March 1888, the D&H began experimental trips on the Valley Road with passenger coaches that were equipped with Sewell Steam Heating Apparatus. These experimental trips were "measurably satisfactory, the temperature being equable throughout the car and very easily regulated by valves on the central pipe."

"The Del. & Hud. C. Co. have had Skeels train of passenger coaches, which leaves this city at 7:00, 9:55 a.m. and 1:00 p.m., for Scranton, equipped with the Sewell Steam Heating Apparatus, to take the place of the "deadly car stove," in heating the cars. The steam is supplied by the locomotive boiler and carried from car to car through pipes beneath the floor in the center of the cars. For utilization in heating each car it is conveyed from this pipe to pipes on each side of the car just beneath the seats. These pipes are cased between the seats to prevent clothes coming in direct contact with them. The experimental trips on Tuesday were measurably satisfactory, the temperature being equable throughout the car, and very easily regulated by valves on the central pipe." (*The Journal*, March 1, 1888, p. 3)

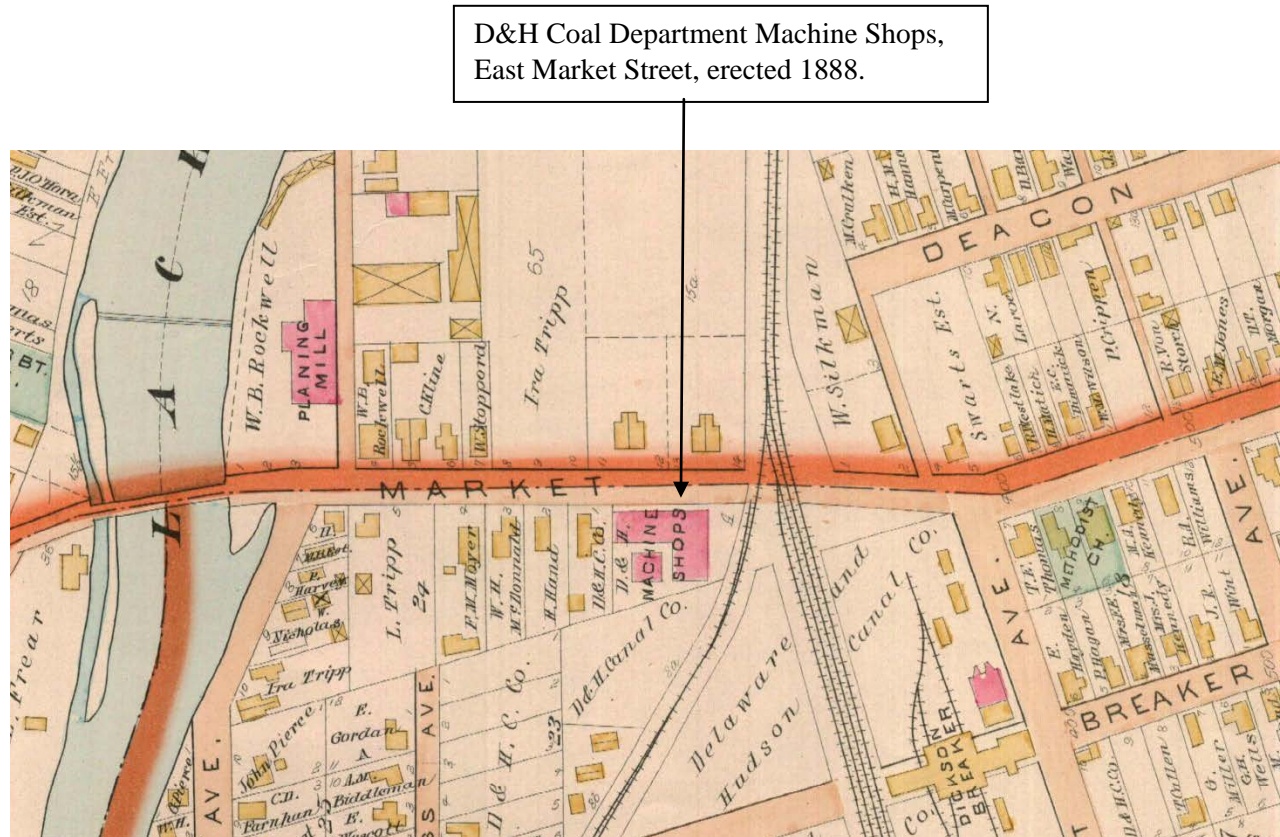
On April 2, 1888, about 400 feet of the Valley Road near the Marvine shaft in Providence was washed out, which caused delays of several hours for two D&H trains.

"About four hundred feet of the D. & H. valley railroad track near the Marvine shaft Providence was washed out on Monday night, causing several hours delay to the midnight train from Wilkes-Barre to this city, and of the Saratoga train which was several hours late. Fortunately the washout was discovered before any trains came upon it, and the break repaired as speedily as possible." (*The Journal*, April 5, 1888, p. 3)

In April 1888, the D&H broke ground at Providence for their new machine shops for the Coal Department.

“The D. & H. C. Co. have broken ground for their new machine shops for the Coal Department at Providence.” (*The Journal*, April 26, 1888, p. 3)

Those new machine shops are shown on the detail given below from *Atlas of the City of Scranton and Borough of Dunmore Pennsylvania*. L. J. Richards & Co. Philadelphia, 1888.



Why did the D&H passenger train, referred to in the article titled "Mayville Accommodations" given below, not stop at Mayville (present-day Mayfield) on Thursday, evening September 26, 1889? Surely if Mayville were a flag stop or a regular passenger stop on the Valley Road, the train would have stopped. Possibly there was talk at the time of designating Mayville as a regular passenger stop, but that designation was not yet official? Possibly the passengers in question mis-read the schedule? Possibly the train in question was an express train (traveling "at the rate of 85 miles an hour") which did not stop at Mayville? Further research required. Here is the article about the train that did not stop at Mayville that was published in the *Carbondale Leader* of September 27, 1889:

“MAYVILLE ACCOMODATIONS. / The People Complain About the Uncertain Passenger Trains. / MAYVILLE, Sept. 27—Once more we are compelled to call Mr. Manville’s attention to the stopping of passenger trains at this place. Yesterday evening there were a number of people waiting on the platform for the train that arrives here at 8:30. When it did come it was at the rate of 85 miles an hour and the people who were waiting had the pleasure of walking or staying all night. A number of those people had pressing business engagements which should have been attended to. Now there is no hum-bugging the people in such a manner. If they do not intend to stop these trains that are marked on their schedule to stop here they should give notice to that effect and not deceive the people who go to the station only to see the train go by and leave you ‘to walk or else go afoot.’ / The building boom has struck Mayville by the way new houses are going up. M. M. Walsh has just finished two handsome houses. M. Farrell is erecting a large double house that will be a dandy when finished. Jas. Edmunds, Jos. Dempsey, Jas. Merritt and a gentleman whom we do not know are putting up buildings that will be very neat when finished. . .” (*Carbondale Leader*, September 27, 1889. p. 4)

On November 7, 1889, a cave-in, ten feet deep and fifteen feet in diameter, took place on the old turnpike road near the Lookout crossing. This was the third time within one year that such a cave-in took place there. The cave-in was in the middle of the street near Councilman Sheridan's home:

“Cave in Near the Lookout. / A cave-in occurred on Pike Street early yesterday morning and all day a large force of men were engaged filling up the opening in the highway. Cave-ins have occurred frequently in that part of the city and this is third time within one year that the surface disturbance has dropped the roadway and interfered with travel on the old turnpike. Yesterday’s depression was in the middle of the street near Councilman Sheridan’s home. Its greatest depth was ten feet and the diameter of the hole was about fifteen feet. The work of filling up is about complete and travel over the road was resumed to-day.” (*Carbondale Leader*, November 8, 1889, p.4)

New York, Ontario & Western Excursus:

The 54-mile long Scranton division of the O&W, from Scranton to Hancock, NY, was installed in the Lackawanna Valley in 1889. The line was in operation on July 21, 1890. J. E. Childs was the General Manager of the Scranton Division.

In the course of our research on the D&H, we have discovered three very interesting articles about the O&W for the period September 5, 1889-November 13, 1889. From those articles, we have learned some very interesting data, not only about the O&W but also about the D&H:

- The O&W from Scranton to Hancock was 54 miles long, and with the exception of one or two short angles it was almost straight from Scranton to Hancock; the heaviest grade it contained was 80 feet to the mile.
- The O&W was the shortest coal route to the Great Lakes
- Surveys for the Scranton division of the O&W were made "some 20 years ago" (1869) when the company acquired the right of way, but the project was temporarily abandoned.
- D&H stock reached the highest figures in its history (to that point) in September 1889. "One of the factors in the success of the Delaware and Hudson is the revenue derived from its immense passenger traffic in the coal region. . . The D. & H. passenger cars are crowded on nearly every trip, yielding to the corporation an immense revenue from this branch of business."
- "The new railway [the O&W], instead of taking the cheapest right of way by skirting the principal villages, as the D. & H. did twenty years ago, passes in every instance nearer the center of these villages."

Here, then, are those three articles about the Scranton division of the O&W:

"Our New Railroad," *Carbondale Leader*, September 5, 1889, p. 4

"PROSPECTS OF THE NEW ROAD, *Carbondale Leader*, September 27, 1889, p. 4

"DRIVING THE PILES," *Carbondale Leader*, November 13, 1889, p. 4

"OUR NEW RAILROAD. / The *Sun* Says It Won't be Called the O. C. & S. Very Long. / The *New York Evening Sun* says: In the general passenger agent's office of the N. Y., O. & W. R. R. in this city is a blue print showing the outlines for the company's new branch, which is to run from Hancock, N. Y., to Scranton, Pa. The grading of this branch is nearly completed, and it is calculated that by January 1 next the line will be in operation. At present the road is called Ontario, Carbondale & Scranton, but when completed will be consolidated with the N. Y., O. & W.; 2:93 miles of it in the State of New York is called the Hancock & Carbondale, 27:92 in Wayne county, Pennsylvania, is called the Forest City and State Line, and 23:52, also in Pennsylvania, is called the Ontario, Carbondale & Scranton. The branch will be 54 miles and a fraction in length when completed. There are features connected with this branch which will make it easy to operate. With the exception of one of two short angles it is almost straight from Scranton to Hancock, and the heaviest grade it contains is 80 feet to the mile. This grade has its

decline toward Hancock, so that empty trains running to the mines can readily climb it, while loaded trains in the opposite direction will have the advantage of descending it with the use of little or no power. It will be the shortest coal route to the great lakes. Surveys for this line were made some 20 years ago, when the company acquired the right of way, but the project was temporarily abandoned. If it had been built at that time it would have been the greatest road to the Pennsylvania coal fields, and would have enriched the N. Y. O. & W. to such an extent that to-day it would have been the most formidable of all the coal roads running into Pennsylvania.” (*Carbondale Leader*, September 5, 1889, p. 4)

“PROSPECTS OF THE NEW ROAD. / Spending a Pile of Money to Get an Advantageous Route. / The following is from the *New York Star* of a recent date: / ‘Delaware and Hudson stock has reached the highest figures in its history. [emphasis added] There is a growing impression that there is something besides the natural tendency of the stock to advance behind this. A surmise which finds belief in some quarters is that the price will ultimately touch 200, and at that time a plan will be revealed for doubling the capital of the corporation.’ / One of the factors in the success of the Delaware and Hudson is the revenue derived from its immense passenger traffic in the coal region. [emphasis added] Inside a territory block 16 miles long by one wide from Carbondale to Scranton, including those cities, there are little short of 125,000 people. Villages are so thick between the two points that it is impossible to get out of sight of houses. The villages of Jermyrn, Mayville, Archbald, Winton, Peckville, Blakely, Olyphant, Priceville and Dickson, do their trading largely in Scranton and Carbondale and are ‘on the go’ all the time. The D. & H. passenger cars are crowded on nearly every trip, yielding to the corporation an immense revenue from this branch of business. [emphasis added] The new railway, instead of taking the cheapest right of way by skirting the principal villages, as the D. & H. did twenty years ago, passes in every instance nearer the center of these villages. From Carbondale itself, a Delaware & Hudson stamping ground, the new road will, probably, carry full half of the passengers notwithstanding that the D. & H. will take all the Honesdale traffic. / In order to secure so advantageous a geographical route, the O. C. & S. is spending a pile of money. In one place they have built a masonry wall out into the Lackawanna 25 feet high by eight thick a distance of half a mile; in another, changing the course of the whole river by digging a new channel for it; and in another they have a steam shovel at work at one of those little mountains of culm that first strike the eye of the visitor in the coal fields. / Their line from Carbondale down is as short and as straight as the D. & H, though the grade is more uneven, owing to the overhead and ‘underground’ railway crossings they make. As they run side by side with the D. & H. part of the way and have the same number of stops, there will be exciting times now and then between the iron steeds.” (*Carbondale Leader*, September 27, 1889, p. 4)

“**DRIVING THE PILES. / A Weight of 2,500 Pounds Used—How the Machine Works.** / Yesterday the work of driving piles for the elevated track of the Ontario, Carbondale & Scranton Railroad through this city was begun, and the derrick rigged arrangement for doing this work attracted scores of men and boys, curious to see how it was operated. They were all convinced

that the piling could not be done by hand and without the aid of this combination, scaffold, ladder and hammer, the railroad company would be obliged to build stone abutments and erect such elevated tracks as the Delaware & Hudson gravity road maintain in the same locality. The mechanical contrivance which enables a dozen men to do what would otherwise take ten times the number was critically examined by the crowd. It consists of a stout platform less than twenty feet in length which rests on two long rollers; these in turn resting on heavy square timbers which form the road bed or track upon which the ponderous machine is moved. One end of the platform is taken up by a frame derrick fifty feet high, on the other end the engine and boiler is placed, and between these the 'grabs' or geared cylinders are located. / It looks unwieldy, until one has seen how readily it is moved in any direction, by the well trained crew of workmen, then of course it appears very simple, indeed. Doubtless some the bright fellows who watched the operation yesterday for the first time in their lives consider themselves competent to run such a machine without serving an apprenticeship to the business of pile driving. The timber used is Michigan pine, straight, smooth and varying in length in size. Those driven yesterday were about forty feet in length and about eighteen inches in diameter at the driving end. The driver is a great block of iron weighing 2500 pounds. It is fitted to grooves in the upright derrick after the manner of the guides which hold the hoisting carriage in a coal pit. / The section of the road to be constructed on piles extends from the west bank of the river to Railroad street and, as this is the old river bed, pile driving is found to be very difficult. Few of the timbers were driven more than nine feet and this is little more than one half the distance which it was expected to sink the great poles. The tracks will be elevated thirty two feet above the river bed and as soon as the cross timbers and rails are laid the work of filling will be commenced. Until that is done the residents will be permitted to gaze upon a novel spectacle, a railroad on stilts. The completed road may not prove as attractive as the cultured people of the city hoped for, but those who have never seen a pile driver in operation will find the poling process of building railroads a very interesting sight." (*Carbondale Leader*, November 13, 1889, p. 4)

Two "singular" accidents took place on the Valley Road between Scranton and Carbondale on January 7, 1890:

"Two Singular Accidents. / Two accidents occurred on the Delaware and Hudson's Road yesterday between Scranton and Carbondale and both were of a singular nature. The first on the 11 o'clock a.m., train near Olyphant. An Italian, name unknown, jumped from the train while in full motion. When he was picked up he was unconscious and he is in that condition yet. He is now at the Hospital. All efforts to ascertain his name have failed. / Patrick Mangan fell off the 'Saratoga' between Providence and Dickson City. After leaving Dickson the train soon got under full headway. Standing on the platform of the last car. As it swing around the curve near the large culm pile, the resistance of the rail was so great and the rate of speed so high that Mangan lost his balance and was tossed into the culm pile. He was picked up and found to be badly bruised. When he was taken to the hospital the physicians found that he was seriously hurt.—Scranton Republican." (*Carbondale Leader*, January 8, 1890, p. 3)

A poor woman from the Lookout area was walking on the Valley Road tracks into downtown Carbondale when she fell from the Valley Road bridge over the Gravity tracks and was seriously hurt. She fell a distance of eighteen feet. She was on her way into town to see one of the directors of the poor. Here is the report on this accident that befell Mrs. Van Horn that was published in the *Carbondale Leader* on January 20, 1890:

"PERHAPS FATALLY INJURED. / Mrs. Van Horn, a Poor Woman Falls Eighteen Feet. / About seven o'clock last evening Mrs. Van Horn left her home near the 'lookout' and started for town to see one of the directors of the poor. She walked along the valley railroad track crossed the bridge safely, but in the darkness she missed her way on reaching the bridge which spans the gravity road and probably fell between the narrow bridges to the road bed eighteen feet below. Some persons walking along the track heard her shriek and hurried to her assistance. The unfortunate woman was unconscious when found and was carried to the house of Richard Burnett near by. Dr. Kelly was summoned and after a careful examination decided that she had sustained serious internal injuries. During the night she lay in a comatose condition, but this morning she moans piteously as if in great agony. Dr. Kelly is inclined to believe that her injuries will prove fatal. / The injured woman has had a hard life for several years. Shortly after her marriage her husband deserted her and for the past year and a half she has tried in various ways to support herself and her twin children. Being without friends she was forced to apply to the Poor Department for assistance. When she left home last evening the twins were asleep. This morning Poor Director Moffit placed the little ones in charge of a neighbor who will care for them until it is known whether their mother will recover or not. It is reported that Mrs. Van Horn's husband is living in Wilkes-Barre." (*Carbondale Leader*, January 20, 1890, p. 4)

Mayville needs an appropriate depot building. "If the place is worth stopping at it is worth a depot building."

"MAYVILLE HAPS AND MISHAPS. / A Depot Wanted—Two Bad Accidents. Personal Mention. / What is the reason the D. & H. does not erect a covering of some kind for the accommodation of people who are compelled to wait for trains at their beautiful station here? . . . If the place is worth stopping at it is worth a depot building." (*Carbondale Leader*, January 23, 1890, p. 4)

Four men from Jermyn caused a small riot on a passenger train at the Archbald station on February 14, 1890. Here is the report on the accident that was published in the *Carbondale Leader* on the following day:

"BLOOD SPILLED ON THE TRAIN. / Four Mutinous Passengers Force a Free Fight. / The Delaware and Hudson passenger train which arrives in this city at 8:15 was the scene of a

small riot last night at the Archbald station. Blood was spilled and there was the biggest kind of a time for several minutes. Four Jermyn men who were coming from Scranton were the cause of the trouble. Two of them had lost their tickets, and when Conductor Rosser asked them for their passports one of them paid the money with reluctance, grumbling at the 10 cents excess which is charged on all cash fares by order of the company. The other refused outright to pay anything. When the train stopped at Archbald the conductor ejected the latter from the train, whereupon his companion took his part and assaulted the official brutally. This was the signal for a big fight. Mr. Rosser was overmatched in his struggle with four assailants, and his trainmen came to his assistance. The belligerent passenger threatened to shoot the trainmen and a panic followed in the car. Everyone who wasn't reckless enough to stay in the coach to watch the fight or take a hand in it left in a hurry, and the car was left to the struggling, shouting crowd. / The bridge carpenters happened to be on the train on their way back from Plymouth. When they saw that Conductor Rosser and his men were in danger they sailed in and made short work of the fractious passengers. When they were ejected from the train they were a badly battered and blood-covered quartet. Mr. Rosser was struck over the eye and one of the trainmen had a hand injured, but aside from this no damage was done. The unruly passengers were badly done up and it is not probable that even should they be so inclined they will be able to 'run' another train." (*Carbondale Leader*, February 15, 1890, p. 4).

Timetable to go into effect March 17

A NEW PASSENGER TRAIN.

It Will Go South From This City at
10:50 p. m.

Enterprising move
on the part of the
D&H: a night train
south, leaving
Nineveh at 8:35
P.M., arriving at
Carbondale at 10:50
P.M., arriving at
Wilkes-Barre at
12:25 A.M.

A new time table will go into effect next Monday on the Delaware and Hudson road, in which the Company has made one of the most enterprising moves in years. It is in the addition of a night train south the need of which has long been felt all through the valley, and which will undoubtedly pay the company well eventually, if not immediately. The train starts at Nineveh at 8:35 p. m., arrives at Jefferson Junction at 9:25, Forest City at 10:35, Carbondale at 10:50, Jermyn at 11:00 and Archbald at 11:05, reaching Scranton at 11:35 and arriving at its destination, Wilkes-Barre, at 12:25 a. m. This arrangement will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train.

It will especially benefit Carbondale since it will give persons down the valley an opportunity to spend the evening here and return home the same night. It will bring many parties from Archbald, Jermyn and Mayville to this city, and other pleasure parties which have heretofore been obliged to stay away or stay over night—and they generally stayed away—can now visit their friends here, enjoy a long call and get home in quite a reasonable time for bed.

This new night train
will especially
benefit Carbondale.

One slight schedule
modification on the
Gravity Railroad: the
last train from
Honesdale now
leaves at 5:25 P.M.
and arrives at
Carbondale at 6:50
P.M.

The local train now leaving here at 6:20 p. m. will leave at seven o'clock. These train are the only new features of the revised time table of the steam road. On the Gravity there is one slight alteration, the last train in the evening leaving Honesdale five minutes later—5:25—and arriving here five minutes later—6:50.

Railroad Time Tables.

Ten trains daily
from Carbondale
to Scranton!

D. & H. C. Co.—Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a.m. and 1.00, 3.30, 5.20, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m. (connecting with fast trains east, and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:00, 5:20, 8:00, 11:20 a. m., 5:20 p. m. arriving at New York 7:30, 11.07 a. m. 3:27, 5:22, 11:07 p. m. Westward *12.01, 3:05, 5:20 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 8:30 a. m.; returning, leave Susquehanna at 4.15 p. m., arriving at Carbondale at 5.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, 7.30, 10.04 a. m. and 12.30, 3.00, 5.30 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 3.50, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

Nine trains daily
from Scranton to
Carbondale!

The Boston Express
leaves Scranton at
2:17 P.M. and arrives
at Carbondale at 3:05
P.M.

Six passenger trains,
daily, both ways,
Carbondale to Honesdale
on the Gravity Railroad.

Two trains daily,
Carbondale to
Honesdale to
New York City

From a newspaper clipping dated Monday, December 8, 1890, we learn that there were nineteen passenger trains daily from Carbondale to Scranton in December 1890; in 1860 there were two:

"LOCAL OBSERVATIONS. / A Few Subjects Treated in a Gossipy Manner. / There are nineteen passenger trains leaving this city every day [December 8, 1890 clipping] for Scranton. Thirty years ago [in 1860] there were but two. We print entire the time table of the Delaware and Hudson as given in the *Carbondale Advance* of January 9th, 1861: / **D. & H. C. CO'S R. R.** / Carbondale and Providence Passenger Trains. / Until further notice the trains on the Del. & Hud. railroad will run as follows: / Leave Carbondale for Providence and Scranton at 7:45 a.m. and at 2:30 p.m. / Leave Scranton for Carbondale at 9:47 a.m. and 2:30 p.m. / C. P. WURTS, SUPT. / The cars were then similar to those now in use on the gravity except that one long seat ran the entire length of the car on either side and the passengers sat facing each other. The train ran by gravity to Olyphant whence a small locomotive propelled it to Providence and the remainder of the journey was made by stage." (clipping in Gritman scrapbook, dated Monday, December 8, 1890)

Seventeen people have fallen near the D&H passenger depot in Jermyn, including Jennie Vincent of Carbondale. For the safety of all concerned, an appropriate light is needed there.

"A CARBONDALE GIRL HURT. / Fell Into a Deep Culvert—Other Happenings in Jermyn. / Miss Jennie Vincent, of Carbondale, had the misfortune to fall off the D. & H culvert in Calico Lane [the Jermyn depot area] Saturday evening. She left her home with the intention of spending the Sabbath with Miss Emma Soby on second street, arriving at the D. & H. depot at 7:40. Taking the path alongside the track she unfortunately passed the place where it turns to the left in descending to the road, and fell a distance of eight feet. Her cry for help brought Ticket Agent Dodson quickly to the spot, who with the assistance of other friends had her conveyed to James Nicholson's home. Dr. Shields was at once sent for who after examining her hurts found that no bones were broken, and beyond being badly bruised on the head and body the young lady will come out of it lucky. This makes the seventeenth victim who has had cause to regret walking the road at that point at night in the past five years. As we have said before in these columns, the D. & H. company should place a light at that dangerous point. Only a short time since a gentleman from Scranton died from injuries received there. . ." (*Carbondale Leader*, May 12, 1891, p. 3)

In May 1891, the baggage car on Conductor Histed's passenger train caught on fire when a spark that had been dropped from the engine was carried along by the draft under the cars to the covering of the steam pipes under the baggage car where it lodged and started a blaze. The fire was quickly extinguished. No injuries to D&H passengers or employees.

“A Baggage Car on Fire. / Conductor Histed’s passenger train on the D. & H. had a somewhat exciting time yesterday. While the train was in motion baggagemaster Eugene Wonnacott discovered smoke curling up though the floor of his car near the partition of the mail room, and he knew that the car was on fire underneath. It was impossible to get at the flame with water, so the train was stopped, an axe procured and Mr. Wonnacott cut a large hole in the floor through which he could work. By this time the fire has gained a good headway, but a plentiful dousing of water extinguished it. The fire had originated from a spark that had been dropped from the engine, carried along by the draft under the cars to the covering of the steam pipes where it lodged and started a blaze. This covering was supposed to be fire proof, but it did not prove to be such yesterday.” (*Carbondale Leader*, May 19, 1891, p. 4)

D&H superintendent Rollin Manville, who was born on November 6, 1824, died on Wednesday, June 24, 1891.

He began working for the D&H in January 1856 as Assistant Superintendent, and for the following 35 years was a central figure in the success of the Delaware and Hudson Canal Company.

The highlights of his long and distinguished career with the D&H are presented in his obituary, as follows:

"In January, 1856, Mr. Manville entered the service of the Delaware & Hudson canal company as assistant superintendent, taking entire charge of the gravity railroad from Waymart to Honesdale, the coal pockets, and the canal docks, and the entire plant pertaining to the transshipment of coal by boat. . . . When the work of constructing the present gravity railroad was commenced in April, 1857, Mr. Manville was placed in charge as constructing engineer."

"Under Mr. Manville’s administration the valley road was constructed, the Union coal company’s line purchased; the arrangement under which the freight and passenger trains of the Delaware & Hudson are whisked over the Erie’s branch; the Albany and Susquehanna, and Renneselear [sic] & Saratoga acquired, the connecting link between Lanesboro and Nineveh built; the Canada outlet constructed; the extension of the valley road to Wilkes-Barre completed and the Farview switchback, which has made the railroad famous the country over, are among the evidences of what was accomplished during the five and thirty years that he served as railroad superintendent of this great coal and railroad corporation."

"When the movement came to erect a hospital for the care of the injured miners and railroad men was projected Mr. Manville was among the first to give it his hearty support and as the President of the Board of Trustees he did much to set the organization right before the people of the district. In this as well as all matters pertaining to the growth and prosperity of this city the death of Supt. Manville will be keenly felt."

Here is the obituary of this astonishing man that was published in the *Carbondale Leader* (p. 4) on June 25, 1891:

“SUPT. MANVILLE DEAD. / He Passed Away at 6:40 O’Clock Last Evening—The History of an Active Live. / Just as the brilliant orb of day touched the western horizon, bathing the earth in splendor and lighting up the clear blue sky with fitful flashes that betoken the parting day, the soul of Rollin Manville peacefully took its flight from earth to that land where time is not measured by the rising and setting of the sun. At 6:45 last evening the end came and the earthly career of one whose active life had kept him in close contact with a busy world terminated, not suddenly, leaving incomplete the life task undertaken, but rather as one who at the close of day lays aside the implements of labor and enters upon the well earned rest. Sad always are life’s closing scenes but the gloom which hides the border land from mortal sight is brightened by the consciousness which possessed those who watched the fluttering breath, that the life ebbing slowly away, was in all its vigor for many years earnestly devoted to making the world better for the important part which he had taken in its affairs. It is this knowledge that fills the human heart with hope and enables those who mourn most keenly to bear the sorrow which this bereaved family are called upon to suffer. In their sorrow this family of the deceased have the earnest sympathy of this entire community and the tears of all classes will mingle to-day with those of his loved ones, for there is real sorrow among the people, for they realize that a warm, true friend of the people has passed to his final reward. / **His Active Life.** / Mr. Manville was born at Whitehall, Washington county, N. Y., November 6th, 1824. He entered the railroad service as rodman with the surveying party in charge of the construction of the Saratoga & Washington R. R. in July, 1847, and continued in the service of the same road until October, 1849, when he was appointed Division Engineer of the New York & Harlem R. R. His first work in Pennsylvania began when he was employed to survey and make plans for a railroad from Wilkes-Barre to the Delaware River at Water Gap. The survey was made during the summer of 1853, but the project was abandoned after the plans had been prepared. In September of the same year Mr. Manville returned to New York and was appointed constructing engineer of the Flushing and Hunter’s Point Railroad. The road was completed in June, 1855, and in January, 1856, Mr. Manville entered the service of the Delaware & Hudson canal company as assistant superintendent, taking entire charge of the gravity railroad from Waymart to Honesdale, the coal pockets, and the canal docks, and the entire plant pertaining to the trans-shipment of coal by boat. [emphasis added] During that year the system of transferring coal from cars to boats was subjected to many changes and the cost of trans-shipment was materially lessened not only, but the loading of canal boats under the new methods was made comparatively easy. The improvements made under the direction of Supt. Manville at Honesdale were in line with the changes contemplated in the entire gravity railroad system, and when the work of constructing the present gravity railroad was commenced in April, 1857, Mr. Manville was placed in charge as constructing engineer. [emphasis added] Nowhere in the world has the skillful engineer accomplished so economically such a feat in railroad building as the system of inclines over which millions of tons of anthracite have been transported out of the valley of the Lackawanna over the Moosic range into the valley formed by tributaries of the Delaware. / The problem which puzzled the coal producers in the anthracite region was how are we to secure trans-

portation to the seaboard and the markets east and west for the produce of our mines. This was one of the important questions that Mr. Manville was called upon to grapple with and to his practical foresight is largely due the fact that the Delaware & Hudson Canal Co., own and control the leading outlets from the northeastern coal fields of Pennsylvania and possess shipping facilities that are not surpassed by any carrying corporation in the United States. / **What He Accomplished.** / Under Mr. Manville's administration the valley road was constructed, the Union coal company's line purchased; the arrangement under which the freight and passenger trains of the Delaware & Hudson are whisked over the Erie's branch; the Albany and Susquehanna, and Renneselear [sic] & Saratoga acquired, the connecting link between Lanesboro and Nineveh built; the Canada outlet constructed; the extension of the valley road to Wilkes-Barre completed and the Farview switchback, which has made the railroad famous the country over, are among the evidences of what was accomplished during the five and thirty years that he served as railroad superintendent of this great coal and railroad corporation. [emphasis added] Such a record of a busy life few men even in this age of phenomenal progress, are privileged to leave behind when called to leave the sphere in which their lives have been spent. / But this alone does not complete the story of this active life, for with all the time and labor devoted to the interests of the company which he so faithfully and ably served, Mr. Manville found the time to look after the interests of the men whose services in the various departments of the railroad system he considered quite as essential to the success of the corporation as the responsible places held by the managers. In all his relations with the men he was uniformly courteous and in his decisions he was known to be uniformly fair. He had grown up with the great corporation and was not only familiar with the duties of the humblest employe, but he retained for the workman the kindly feeling engendered by the spirit that men in whatever situation in life are of one family and entitled to all the privileges that free and equal birth secures. / Few men enjoyed the confidence of so many wage earners as did Supt. Manville, and in the multiplicity of changes he was never known to pass an acquaintance without a kindly greeting or nod of encouragement. His great heart was readily touched by the appeal of the needy and his hand was never withheld when the claim of the helpless was presented to him. In all matters pertaining to the home life he was a staunch advocate of home protection. As a citizen he was always ready to further every movement looking to the improvement of the home town and in these days of contemplated progress the enterprising element in this city will sadly miss the encouraging words and practical aid he was always so ready to extend them. / When the movement came to erect a hospital for the care of the injured miners and railroad men was projected Mr. Manville was among the first to give it his hearty support and as the President of the Board of Trustees he did much to set the organization right before the people of the district. In this as well as all matters pertaining to the growth and prosperity of this city the death of Supt. Manville will be keenly felt. [emphasis added] / His residence in this city dates from January, 1864. A quarter of a century well rounded out he has been one of the people of the Anthracite city. / **The Funeral Services.** / This afternoon the remains will be brought from the cottage at Farview to the family residence in this city. To-morrow morning at eight o'clock the body will

be taken to Trinity Church where those who wish to look upon the face of the dead man for the last time may do so, between the hours of 8 o'clock a. m. and 4 o'clock p. m. At five o'clock religious services will take place, and on Saturday morning at 6:20 o'clock the remains will be conveyed by special train to Troy, N. Y., where in accordance with the last wishes of the deceased and the desire of the family the body will be incinerated." (*Carbondale Leader*, June 25, 1891, p. 4)

On Friday, June 26, 1891, at 8 A.M., the body of Superintendent Manville was taken to Trinity Church, Carbondale, where hundreds of people filed past the bier. The interior of Trinity Church on Friday before the funeral services and the memorial tributes that were expressed by community organizations were described as follows by the *Carbondale Leader*:

"HUNDREDS VIEW HIS FACE. / Mr. Manvilles [sic] Remains at Trinity Church—Resolutions Passed. / The body of Superintendent Manville was brought to this city by special train from the Farview residence yesterday afternoon, and was met at the Seventh avenue station by the heads of the departments of the Delaware & Hudson Company, and many prominent citizens, who escorted the remains to the family residence on North Main Street. Many intimate friends and relatives from this city and elsewhere called at the house during the latter part of the day to offer their condolence to the family and their assistance in any way that they could be made useful. / This morning at eight o'clock the remains were taken to Trinity church where the face was exposed to view and hundreds have filed past the bier during to-day. The face of the dead man is remarkably free from the effects that would be expected as the result of his suffering, and he seems to be in a peaceful, refreshing sleep. There were many wet eyes among those that gazed on the features that were familiar on the streets so short a time ago, and the emotion was not confined to any class. / Around the casket a profusion of flowers were sent by friends, some of them worked into beautiful emblems, and many potted plants sent as a tribute by those who knew Mr. Manville. The family pew in the church is draped and a few lilies occupy the space that was so often filled by the dead superintendent. / The offices of the Delaware & Hudson Company are draped in mourning and the gravity and locomotive shops are closed. The Hendrick Manufacturing Co's works stopped work at noon, and nearly every place on the business streets will close between the hours of four and six o'clock. / After the funeral services this afternoon the body will remain in the church until to-morrow morning when it will be removed at 6:45 to the Seventh avenue station and taken thence by special train to Troy for Cremation. / The pall bearers are Messrs. L. A. McMullen, E. M. Peck, Mayor Rettew, George Burrell, Thomas Orchard, Andrew Wylie, Pierce Butler and William Bowers. / **HOSPITAL TRUSTEES' RESOLUTIONS.** / At a special meeting of the Board of Trustees of the Hospital Association held last evening in the city council chamber, vice president John B. Davis presiding, the members took occasion to voice their sorrow at the death of the President R. Manville. On motion by J. B. Van Bergen, Messrs. M. F. Norton, Julius Moses and S. S. Jones were appointed a committee to prepare a memorial expressing the profound sorrow of the members of the Hospital Association on this occasion. The committee submitted the following

which was approved and the secretary was directed to make the memorial a part of the records of the meeting and have the same published: / The death of Rollin Manville, president of this Board of Directors, of the Carbondale Hospital Association fills the hearts of his associates with sadness. In the meetings of this organization his presence has served to encourage and his words of counsel made the difficult task undertaken comparatively easy work. To this undertaking he brought his experience and an earnest desire to provide an asylum for the homeless injured; two forces that never fail to secure success. / To this association the death of Mr. Manville is a severe blow, but the surviving members bow in humble submission to the edict which deprived them of a wise and deliberate presiding officer, a thorough going business manager, and an ever cheerful and companionable associate. / Bowing reverently to the will of Him who doeth all things well, we tender to the bereaved family of our departed president the earnest sympathy of men bound by ties fraternal to cherish the memory of him who death they mourn to-day. / On behalf of the Board / M. F. Norton, Julius Moses, / Saml. S. Jones. / Com. / CRYSTAL LAKE WATER CO. RESOLUTIONS. / At a special meeting of the Directors of the Crystal Lake Water Company held at their office on Friday morning, June 26, to take action upon the death of Rollin Manville, President of the Company, and to give an expression of their sorrow and loss, the following preamble and resolutions were unanimously adopted: / WHEREAS, It hath pleased our Heavenly Father in His infinite wisdom to remove from among us our esteemed friend and associate Rollin Manville, and / WHEREAS, He has been associated with us in intimate business relations since the organization of this company and for the past twenty-three years its honored and efficient President, and / WHEREAS, By his extreme amiability and warm heartedness coupled with a high sense of business equities and sterling integrity he has endeared himself to us while living and left behind him a memory which we shall delight to cherish, and / WHEREAS, These and many other ennobling traits of character influence us to desire to testify our appreciation of his life among us; therefore / *Resolved*, That in the removal from this Board of our honored President and director of whose invaluable services death has deprived up, we feel that this company has suffered an irreparable loss, and that we but voice the sentiment of the people of this city that they have been deprived of a friend and leader whose life has been devoted to the best interest of the community. / *Resolved*, That we extend to the bereaved family our heartfelt sympathy in the great loss they have sustained and can only commend them to the tender mercies of 'One too wise to err.' / *Resolved*, That a copy of these proceedings be presented to the family of the deceased and also furnished *The Carbondale Leader* for publication. / Alfred Pascoe / C. E. Spencer. / Com." (*Carbondale Leader*, June 26, 1891, p. 4)

The funeral service for Superintendent Manville began at 4 P.M. on Friday, June 26. The account of the funeral of R. Manville that was published in the *Carbondale Leader* is a very interesting document, not only because it contains a great many details about the funeral service itself, but also because it contains a list of the distinguished and remarkable persons who were there. This list constitutes, in effect, a Who's Who in railroading and mining in Carbondale and environs in 1891. Following the service, the body remained in the church until half past six on Saturday

morning the 27th, when it was taken to the Seventh Avenue station for removal to Troy for cremation, in charge of a number of relatives and intimate friends. D&H Vice President H. G. Young's private car was placed at the disposal of the party. Here then is this remarkable article from the *Carbondale Leader* (June 27, 1891, p. 4):

“FUNERAL OF R. MANVILLE. / A Large Number of Distinguished Men at the Service. /

The last rites over the mortal remains of the late Superintendent Manville took place yesterday afternoon at four o'clock in Trinity church and the gathering that assembled to honor the memory of a beloved man was a notable one. In the assemblage were many persons of distinction, among them Col. and Mrs. H. M. Boies, of Scranton; ex-Congressman Jadwin, of Honesdale; Horace G. Young, of Albany, General Manager of the Delaware & Hudson Canal Company; John Jermyn, of Scranton; W. F. Hallstead, of Scranton, General Manager of the Delaware, Lackawanna and Western Railroad; John B. Smith, of Dunmore, President of the Erie & Wyoming Valley Railroad; R. Livingston Crosby, private secretary to R. M. Olyphant, President of the D. & H. C. Co.; Hon. H. M. Seeley, of Honesdale, President Judge of Wayne County; E. D. Moyles, of Albany, Assistant Superintendent of the National Express Company; D. Wilson, of New York, General Accountant of the D. & H. C. Co.; R. C. Blackall, of Albany, Superintendent of Machinery, D. & H. C. Co.; C. D. Hammond, of Albany, Superintendent Northern Division, D. & H. C. Co.; M. C. Carr, Supt. of Scranton Division, New York, Ontario & Western Railway; A. H. Vandling, of Scranton, Supt. D. & H. Mine Department; J. M. Chittenden, of Scranton, Asst. Supt. D. & H. Mine Department; W. R. Storrs, Gen'l Supt. Delaware Lackawanna & Western Railroad; William Muir, of Honesdale, Supt. D. & H. Canal; Sidney Broadbent, of Scranton, Supt. Dickson Manufacturing Company; George H. Catlin, Vice President Second National Bank, Scranton; Capt. James Manville, of Whitehall, N. Y., a brother of the deceased; W. W. Manness, of Scranton, Genl. Supt. Lackawanna Iron & Coal Company; Miss Manness, Miss Reynolds, Mr. and Mrs. George L. Dickson; Mr. and Mrs. Walter Dickson; Mrs. Benj. Greenstead, John H. Howarth, R. W. Kellow, F. C. Platt, C. D. Simpson, O. S. Johnson, J. H. Torrey, Esq., H. V. Hatton, Thomas Moore, R. N. Patterson, Esq., Charles McMullen, William H. Richmond, Rev. H. C. Swentzel, of Scranton; H. Z. Russell, Esq., Charles Ball, Dr. Dusenberry, H. J. Conger, G. F. Wilbur, Charles Peterson, T. F. Torrey, Esq., and M. B. Allen, of Honesdale; John S. Law and John Sawyer, of New York City, W. B. Culver, of Pittston; A. P. Bedford, of Wilkes-Barre, and A. L. Patterson, of Waymart. / Up to the time of service people visited the church in a continual stream to view the face. The people were taken care of by seven ushers, S. A. Mullen, Charles Orchard, Eli Birs, E. C. Harnden, J. H. Orchard, N. L. Moon, J. F. Wheeler and Frank Hubbard, and the arrangements for the service were complete in every detail. The church was not crowded uncomfortably when the service began, but it was not owing to lack of numbers. Many considerate persons remained on the outside to leave room for those who had come from a distance and the result was ample space for those who were inside. It was Mr. Manville's expressed wish before he died there should be no ostentation over his remains, and his desire was carried out. No sermon was preached, and the simple but impressive burial service of the Episcopal church constituted all of the public rites.

The Rev. E. J. Balsley, rector of Trinity was assisted by the Rev. G. C. Hall, of Honesdale, and the Rev. B. H. Abbot, of this city. Mr. Balsley led in prayer, Mr. Hall read a portion of St. Paul's First Epistle to the Corinthians, and a quintet composed of Miss Lizzie Abbott, Mrs. F. M. Leonard, Mrs. T. Griffin Smith, A. J. Wells, and T. Griffin Smith sang the familiar hymn, 'How Firm a Foundation,' and chanted the prayers, and this was all. / The acting pall bearers were Hon. C. E. Rettew, E. M. Peck, S. A. McMullen, Thomas Orchard, William Bowers, Andrew Wylie and Pierce Butler. The honorary pall bearers were George L. Dickson, Hon. J. B. Van Bergen, W. F. Hallstead, W. R. Storrs, A. H. Vandling, William Muir, H. J. Conger, John B. Smith, J. M. Chittenden, G. F. Wilbur, W. W. Bronson, William McMullen, R. W. Kellow. / The body remained in the church until half past six this morning when it was taken to the Seventh Avenue station for removal to Troy for cremation, in charge of a number of relatives and intimate friends. Vice President H. G. Young's private car was placed at the disposal of the party." (*Carbondale Leader*, June 27, 1891, p. 4)

Rollin Manville's will was published in the *Carbondale Leader* of July 9, 1891, as follows:

"WILL OF ROLLIN MANVILLE. / He Divides His Property Among His Wife and Children. / The will of Rollin Manville, late of Carbondale, was placed on record in the Register's office yesterday and letters granted to the widow, Mrs. Helen M. Manville, and the son of the decedent, C. Rollin Manville. / The will was signed on August 16, 1882, and was witnessed by Hon. J. B. Van Bergen and Mr. George L. Dickson. Mr. Manville directs that all of the household goods and silverware shall go to his widow and all the other property, real and personal, shall be divided in four equal parts to go to his wife Helen M., his son, C. Rollin, his son Willis, and his daughter, Miss Florence." (*Carbondale Leader*, July 9, 1891, p. 3)

Here is the biographical portrait of Rollin Manville that was published six years after his death in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, in 1897 (pp. 120-22):

"ROLLIN MANVILLE. The death of a good man is always a deep sorrow. A man who has been a leader in his community, who possesses all the qualities of noble manhood and who has labored through the years of his active life for the welfare of his fellowmen and the prosperity of his town, may well be accounted a citizen whose death is a public loss. The life of Rollin Manville, who passed away June 24, 1891, forcibly illustrates the truth of this principle. He was a man whose every impulse was honest, whose conscience was his guide, who met all the responsibilities of life with courage, whose mind was clear and comprehensive, and who had a wealth of culture that gave him intimate communion with the best thought of the world. His ability was recognized by the Delaware & Hudson Company, whom he represented for many years as superintendent of the Pennsylvania Division. / Born in Whitehall, N. Y., November 6, 1824, the son of Amos Manville, the subject of this article in early life chose the occupation of a

civil engineer, and in July of 1847 entered the railroad service as rodman on the construction of the Saratoga & Washington Railroad. Two years later he was appointed division engineer of the New York & Harlem Railroad. His first work in Pennsylvania began in 1853 when he was employed to survey and make plans for a railroad from Wilkesbarre to the Delaware River at Water Gap. The survey was made during the summer, but after the plans were prepared the project was abandoned. In September of the same year he returned to New York and was appointed construction engineer of the Flushing & Hunter's Point Railroad, which was completed in June, 1855. In January of the following year he entered the service of the Delaware & Hudson Canal Company as assistant superintendent, taking the entire charge of the Gravity Railroad from Waymart to Honesdale, including the coal pockets and canal docks and the whole plant pertaining to the shipment of coal by boat. / During 1856, under the direction of Mr. Manville, the system of transferring coal from cars to boats was subjected to many changes and the cost of shipment was materially lessened under his new method, while the landing of canal boats was also made comparatively easy. The improvements under his direction at Honesdale were in line with the changes contemplated in the entire Gravity system, and when the work of constructing the present system was commenced in April, 1857, he was placed in charge as construction engineer. Nowhere in the world has the skillful engineer accomplished so economically such a feat in railroad building as the system of inclines constructed by Mr. Manville, by which millions of tons of anthracite coal have been transported from the Lackawanna Valley over the Moosic range into the valleys formed of the tributaries of the Delaware Valley. Under his administration the valley road was constructed and the Union Coal Company's lines purchased. / With all the time and labor devoted to the interest of the company, which he so faithfully and ably served, Mr. Manville found time to look after the interest of the army of men, whose service in the various departments of the railroad he considered quite as essential to the success of the corporation as the responsible places held by the managers. In all his relations with the men, he was uniformly courteous and his decisions were fair. Having grown up with the great corporation, he was not only familiar with the duties of the humblest employe, but he retained for the working men the kind feeling engendered by the belief that men, in whatever station of life, are of one family and entitled to all the privileges that free and equal birth secure. Few men enjoyed the confidence of so many wage earners as did he. With all the responsibilities resting upon him, he was never known to pass one of his men without a kind greeting. His great heart was readily touched by the appeal of the needy and his hand was never withheld when the claim of the helpless was presented to him. It was largely due to his liberal views and that of the corporation he represented, that the working men of Carbondale own such comfortable homes, for every man is sure of a life position if he attends to the duties of his place. / A staunch advocate of home protection, Mr. Manville looked carefully to the improvements of his home town and took great interest in the building up of Carbondale. Every worthy enterprise received his support. He was the leading factor in the organization of the free hospital for the care of injured miners and railroad men, and did much to put it on a solid foundation, serving as president of the board of trustees from the time of organization until his death. He was also president of the

Carbondale Gas Company, the Crystal Lake Water Company, and interested in many other local enterprises. His home was in Carbondale from 1864, when he was promoted to the position of superintendent of the road, until his death. In religious belief he was a member of the Trinity Episcopal Church and a leading worker in its behalf, being warden and vestryman for more than twenty-five years. His wife, two sons, C. Rollin and Willis A., and a daughter, Florence (Mrs. David Zieley, Jr.) survive him. / C. Rollin Manville was born in Honesdale, Pa., January 13, 1858, graduated as a civil engineer from Rensselaer Polytechnic Institute of Troy, N. Y., June 16, 1880, and in the same year entered the service of the Delaware & Hudson Railroad as assistant engineer of the Pennsylvania Division, filling that position until March, 1883. From that time until November, 1885, he served as engineer of the same road, and afterward, until July, 1891, was assistant superintendent. On the death of his father, he was promoted to the position of superintendent, which responsible position his experience and ability qualify him to fill. His brother, W. A., is also connected with the road as its representative at Wilkesbarre, Pa." (*Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 120-22)

Following the death of Rollin Manville, his son, C. Rollin Manville, was named Superintendent of the Pennsylvania Division of the Delaware and Hudson Canal Company. C. Rollin Manville was born in Honesdale, Pa., January 13, 1858, and graduated as a civil engineer from Rensselaer Polytechnic Institute of Troy, N. Y., June 16, 1880. In the same year he entered the service of the Delaware & Hudson Railroad as assistant engineer of the Pennsylvania Division, filling that position until March, 1883. From that time until November, 1885, he served as engineer of the same road, and afterward, until July, 1891, was assistant superintendent.

In the *Carbondale Leader* of Saturday, July 18, 1891, we read:

"C. R. MANVILLE SUPERINTENDENT / Appointed to the Position Made Vacant by His Father's Death / All the uncertainty—if there was any—as to the permanent appointment of a superintendent of the Pennsylvania Division of the Delaware & Hudson Canal Company to succeed the late R. Manville has been dispelled by the publication of an order from the headquarters of the company giving the position to C. R. Manville, who has for some time been the acting official. The order reads as follows: / Delaware and Hudson Canal Company, / Office of the Second Vice president. / Circular No. 18. / Albany, N. Y., July 15th, 1891. / Taking effect this date, C. R. Manville is appointed superintendent of the Pennsylvania Division, vice R. Manville deceased. / He will be respected and obeyed accordingly, / H. G. Young, / Second Vice President. / Mr. Manville was called to Albany this week where the appointment was tendered him and accepted, and the management of the division will go on without change, despite the pronouncements of many wise-acres who, even after *The Leader's* semi-official report from Albany, were certain that this division was to be brought under the immediate control of C. D. Hammond, superintendent of the Northern Division—a plan as impracticable and improbably as unnecessary."

D&H Timetable, published in July 27, 1891 issue, p. 3, of the *Carbondale Leader*;

"Trains leave Scranton for Carbondale at 5.40, 7.00, 8.30, 10.10 a.m., 12.20, and 2.17, 3.32, 5.10, 7.16, and 9.35 p.m. From Bridge street depot at 2.03 a.m. and 11.13 p.m. Arrive at Jermyn 35 minutes later. . . .".

Lack of appropriate communication resulted in a derailed freight train near the Bridge Street depot on Sunday morning, August 30, 1891. Three cars left the track. No one on the train was injured. By 4 P.M. that day, the mess was all cleared up and no vestige of the accident remained.

"LEFT THE TRACK. / A Freight Train Wreck on the D. & H. R. R. Yesterday Morning. / The fast freight on the Delaware & Hudson R. R., left the track in the archway near the Bridge street depot yesterday morning and gave the wrecking gang something to do. A gang of section hands were repairing the track at this point, and had removed a number of ties, and also taken up some rails, when Engine No. 86, came up the road with Michael Maloney's freight train. Engineer Amerman did not know the track was torn up, but he saw the section gang run for their lives, and he knew something was wrong, but he stuck to his post and did all he could to slow up the trains. The engine left the track, plowed into the soft earth, bumped along the masonry that supports the arch and came to a standstill before the upper end of the culvert was reached. Three cars only left the track. The engineer and fireman had a lively shaking up, but no one on the train was injured. The cylinder-head on one side of the engine was broken, but otherwise the engine was but little damaged. / The blame for the accident, it would appear, is solely with the officials of the road. The freight train was a special and it is seldom that one is run on Sunday morning. The section boss received no notification of the coming of the train and the engineer knew nothing of the repairs that were going on. The section men could not hear the train coming on account of the noise created by the D., L. & W. trains and switch engines that were continually passing to and fro overhead. The engineer could not see the arch until he was within a short distance of it, on account of the bend in the road at that point. It is lucky that the train was not going at a high rate of speed or a terrible calamity might have been the result. / The wrecked cars and engine were placed on the rails again with no little difficulty, and at 4 o'clock in the afternoon no vestige of the accident remained." (*Carbondale Evening Leader*, August 31, 1891, p. 4)

In July 1892, the D&H redoubled its ongoing initiative to acquire the necessary real estate on Lackawanna Avenue in Scranton in order to establish there a passenger station. Enthusiastic support of the project was not forthcoming from Mayor Fellows and others:

"D & H Buying Property. / "The Scranton Times says: 'The lot of ground adjoining the Weston Mill company's property on Lackawanna avenue has been sold to the Delaware & Hudson Canal company. Several months ago it was rumored that the Delaware & Hudson company wanted the lot for a depot to take the place of the one intended to be erected at the corner of Lackawanna

avenue and Bridge street. An injunction was obtained and that company was restrained from building there on the affidavit of Mayor Fellows, who insisted that the company was infringing on a city street. / 'Since then it has been generally reported that the Delaware & Hudson had arranged for the purchase of the lot adjoining that of the Weston Mill company. The sale, if sale there be, was made by the Stowers' Packing company and the consideration was \$24,000.' " (*Carbondale Leader*, July 13, 1892, p. 4)

A D&H passenger train from Carbondale, with D&H Vice President, H. G. Young, and Superintendent C. R. Manville on board, traveled to Scranton at the rate of a mile a minute in July 1892: sixteen miles, with eight station stops, in thirty minutes. This remarkable achievement was reported in the *Scranton Truth* and reprinted as follows in the *Carbondale Leader* of July 13, 1892:

A Mile a Minute. / The Delaware & Hudson train leaving Carbondale at 11:10 a.m. made a remarkably rapid run from that place to this city yesterday morning. The train left Carbondale five minutes behind time, on account of an unavoidable delay, but the engineer more than atoned for the loss before the train reached this city. The entire distance sixteen miles, was covered in thirty minutes including the time spent at eight stations along the line. Allowing an average stop of two minutes at each station it will be seen that the train moved at the rate of a mile a minute, and at some points along the road at a much higher rate of speed. Engineer Coons and conductor Al. Skeels, who had charge of the train, are much elated over the achievement. Vice President, H. G. Young, and Superintendent C. R. Manville, were aboard of the train, and were also pleased with the quick trip." (*Carbondale Leader*, July 13, 1892, p. 4)

On August 5, 1892, a Hungarian whose name was Simon, was killed by a train at Peckville. The circumstances surrounding his death are unclear. Some believe that he was murdered and that his body was placed on the railroad track to be run over by a train.

"KILLED ON THE TRACK. / A Delaware & Hudson Train Strikes a Man at Peckville. / A man was killed on the Delaware & Hudson track by the early morning train yesterday. The man was lying on the track and the train struck him before he could be removed from the track, and he died almost instantly. The train was stopped as soon as possible and the trainmen hurried to the scene of the accident. Although they reached there within a few minutes after it occurred the man was already dead. His body was placed on the train and taken to Olyphant depot where it remained during the remainder of the night. / In one of the pockets of the deceased a purse containing forty cents and several papers was found. These papers bore writing in the Hungarian language, and from the circumstances it was learned that the unfortunate man was of that nationality. / The most plausible theory advanced as to the cause of his death is that he was asleep on the depot stoop and rolled off. When his body was found it was lying between the rails and the stoop. His head and side were very badly cut. / Later it was learned that the man's name

was Simon. The man had been in Olyphant until late at night when he started for Jessup where he boarded. That was the last seen of him alive. His friends claim that he had not been drinking and some are inclined to the belief that he was murdered and his body placed on the track to be run over by the trains. They give no reason to justify their suspicions except that the man went away from there sober. He was apparently a very industrious fellow, as no later than last week he sent \$500 to his parents in the old country." (*Carbondale Leader*, August 6, 1892, p. 2)

The borough of Mayfield would like a crossing put in north of the Traction company's power house. Superintendent Manville and the D&H are not in favor of the idea and will not put in a crossing at Mayfield unless compelled by a court to do so.

“WANTED, A CROSSING. / Mayfield Councils Will Try to Compel the D. & H to Put It In. / MAYFIELD, Sept. 7.—The Council met in regular session on Monday evening with all the members present except Joseph Dempsey. A committee representing the board of trade was present to confer with council in regard to having a crossing put in north of the Traction company's power house, there being no outlet at that end of the street. It is a regularly laid out street and accepted by the county. The crossing point on the map is about two hundred feet south of Philo Lee's. A committee from council waited on Superintendent Manville some time since and asked him to put in a crossing and explained the many advantages which would be derived therefrom, but he refused to put one in under any consideration. The board of trade then took the matter up and thought they might be more successful, but their efforts were not rewarded with any great success, for the gentleman informed them that he would not put in a crossing at that point unless compelled by court to do so; and it is a real necessity to have a crossing there. As the council and board of trade have exhausted their persuasive powers on Superintendent Manville they decided to appoint a committee from each body who will act in conjunction and take the steps necessary to compel him to put one in. . .” (*Carbondale Leader*, September 7, 1892, p 4)

Delaware & Hudson Railroad Timetable, effective May 29, 1892.

Delaware & Hudson Railroad.

MAY 29, 1892.

Thirteen
passenger trains
daily from
Carbondale to
Scranton.

Trains leave Carbondale for Scranton at 7.00, 8.00, 9.00, 10.00, 11.10, a. m. and 12.46, 2.00, 3.00, 4.13, 5.00, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

* Trains leave Scranton for Carbondale at 5.40, 7.00, 8.30, 10.10 a. m. 12.00 and 2.17, 3.25, 5.10, 6.20 and 9.35 p. m. From Bridge street depot 2.03 a. m. 7.16 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

The Saratoga
Express and the
Boston Express

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 4.10 p. m. and 10.48 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2.17 p. m., arriving at Carbondale at 3.00; leave at 3.05 arriving at Nineveh 5.00, stopping at all stations on the Jefferson branch.

Three of the
Scranton to
Carbondale
trains depart
from the Bridge
Street depot.

Six Gravity
Railroad
passenger trains
daily, both ways,
Carbondale /
Honesdale

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.30 and 11.05 a. m., 1.25, 3.09, and 6.00 p. m.

Leave Honesdale for Carbondale at 7.25, 9.25 and 11.15 a. m., and 1.25, 3.30 and 5.30 p. m.

Written at the top of the photograph given below in the collection of the Carbondale D&H Transportation Museum is the following:

"D. & H. Passenger Car 38 Built at Carbondale Shops. Photo May 1897"



In late February 1898, a new signal system tower was installed at Lookout Crossing.

"The construction gang of the Delaware & Hudson are engaged today in erecting a new signal system at the Lookout. The colored balls hereafter will be displayed on a 60-foot tower which will greatly facilitate train movements at that point." (*Carbondale Leader*, February 24, 1898, p. 5)

In May 1898, D&H Superintendent C. R. Manville donated over one hundred American flags to the engineers on the D&H, each flag floating from its staff in the sand box cover.

“MR. [C. R.] MANVILLE’ [sic] PATRIOTISM / Shown by His Gift to the Railroad Engineers. / The engineers on the Delaware & Hudson are to be found now and then craning their necks to get a better view of the miniature ‘old glory’ which proudly floats from its staff in the sand box cover. / The flags, over one hundred of them, were the gift of superintendent C. R. Manville as a illustration of his patriotism.” (*Carbondale Leader*, May 2, 1898, p. 5).

In the same issue of the *Carbondale Leader*, it was announced, on page 5, that the American squadron, under Commodore Dewey, had destroyed Spain’s Asiatic fleet in the Battle of Manila.

Torrential rains on Sunday and Monday, June 12-13, 1898 in Carbondale. The railroads and the streets were converted into rivers.

“LAST NIGHT’S HEAVY RAIN. / Water Came Down in Chunks—Streets and Railroads Converted Into Rivers—Nothing Like It. / The heavy rain storm which came up about six o’clock last evening was one of the greatest, in point of volume of water falling, that has ever struck the city, surpassing the unusually large shower of the evening previous. The streets of the city were turned into rivers and lakes. At every catch basin a pond in the street, rendering some thoroughfares impassable for a long time. . . The shallow cut on the Delaware & Hudson railroad between the red bridge and the Lookout was a torrent. The earthen banks on either side served as a water shed and the stream poured down the track. The rails were completely submerged. At the Lookout crossing there was a lake, and not a rail or switch could be seen. After the water subsided the switches and frogs were covered with a deposit of sand, earth and pebbles. The section gangs were kept busy for some hours clearing up the debris. . .” (*Carbondale Leader*, June 14, 1898, p. 6)

The manager of the Weston Mill Company in Carbondale narrowly escaped being killed when he attempted to board a moving D&H passenger train at Olyphant on February 4, 1899. Here are the details on E. C. Harnden’s narrow escape from death, as reported in the *Carbondale Leader*:

“NARROWLY ESCAPED DEATH. / E. C. Harnden Almost Beneath the Wheels of a Delaware and Hudson Passenger Train. / E. C. Harnden manager of the Weston Mill Company of this city narrowly escaped a horrible death in attempting to board a moving Delaware & Hudson passenger train at Olyphant Saturday afternoon. The train was just getting under way at the station and Mr. Harnden grasped the hand rod on the rear end of the second car to step on when he slipped on the icy ground. He fell toward the moving train and retaining his hold on the hand rod was drawn between the cars. In this position he was dragged over the frozen ground for about sixty feet when the train was stopped. / A brakeman who witnessed the

accident had jumped from the train to assist Mr. Harnden but the icy condition of the ground made it impossible for him to gain a footing so he could overtake the train and be of any assistance. The train was stopped by someone pulling the signal cord. / All who witnessed the thrilling sight say that Mr. Harnden's escape from instant death was miraculous. Many standing at the station feared to look in the direction of the departing train, expecting to see his mangled remains lying on the track. / Mr. Harnden escaped with but a few bruises and a little nervous indisposition for a few hours but is able to be at work today." (*Carbondale Leader*, February 6, 1899, p. 5)

The first bad accident that ever happened to a D&H passenger train on the Pennsylvania division took place at the Diamond crossing, about one mile north of the D&H passenger station on Lackawanna Avenue, on April 4, 1899. Here is the account of the accident that was published in the *Carbondale Leader*:

"BAD WRECK ON THE D. & H. / Passenger Train Collides With a D. L. & W. Coal Train. / DANGEROUS CROSSING. / Five Passengers Slightly Bruised and Three D. L. & W. Trainmen Badly Injured in the Wreck. / SCRANTON, April 4.--The first bad accident that ever happened to a Delaware & Hudson passenger train on the Pennsylvania division occurred at what is known as the Diamond crossing about one mile north of the company's station in this city at noon today. / Passenger train No. 16 leaving Carbondale at 11:20 ran into a D. L. & W. coal train on the crossing and a frightful scene of wreckage ensued. The D. L. & W. track at that point crosses the D. & H. at an angle of forty-five degrees and is used for taking cars from the Diamond breaker. The crossing is protected by a signal station. / With whom the fault rested this noon will only be fully ascertained when the examination of those concerned is had. The signals were either wrong or were not seen and the D. & H. train ploughed into the other with terrible force. / The D. & H. engine No. 91 was in a second an almost complete wreck and the scenes in the train were exciting. Most of the passengers had been thrown from their seats and almost all had minor injuries. Five of the number were, however, very painfully injured. / One fact in connection with the D. & H. part of the affair is that the coaches were but slightly injured--thus demonstrating their superiority of strength and manufacture. They were built at the Carbondale shops of the company. / Engineer Alex Copeland of Carbondale, fireman Lyman Rhell, conductor Howard Knapp and baggageman Bert Brownell escaped without injury but the employes on the Delaware, Lackawanna & Western train were not so fortunate. / The Delaware and Hudson engine struck the Delaware Lackawanna and Western No. 21 squarely in the cab and threw the iron monster around so that its head end was jammed against the Delaware and Hudson baggage coach. It was in charge of engineer Richard Dockerty, fireman William Asherman and conductor Dooley. All three were on the engine and were terribly hurt but it is believed will recover--with perhaps the exception of one of the men who is fearfully scalded. / The bank at that point shut off the view of the tracks for a considerable distance but as engineer Copeland saw the danger he applied the air brakes and this threw the passengers from their seats. The

tender and two front cars on the D. L. & W. train were thrown down the bank. / In the D. & H. smoking car was Michael Neary of Carbondale. He was thrown through a window and had his right arm and leg badly cut. W. E. Watt Esq., and ex-city treasurer Louis Gramer were also in the smoker but were not hurt." (*Carbondale Leader*, April 4, 1899, p. 1)

M. J. Olver, a brakeman on conductor Joseph Nicholson's D. & H through freight train was dragged under the cars at Valley Junction and badly wounded in the chest. Here is the report of the accident that was published in the *Carbondale Leader* of October 30, 1899:

“BADLY INJURED. / M. J. Olver, a D. & H. Brakeman Dragged Beneath the Cars at Pleasant Valley Junction. / M. J. Olver of No. 20 Gilbert street a brakeman employed on conductor Joseph Nicholson’s D. & H through freight received injuries this morning at Valley junction, near Dickson that may prove fatal. / The injured man was brought to this city on the 12:45 o’clock train and from information gained from time to time since then he was not improved up to the hour of going to press. / His injuries are confined to his chest and were sustained by being dragged under the cars, although the wheels did not pass over him. / A physician who had been notified by telegraph boarded the train at Olyphant and accompanied the man to his home where Dr. D. L. Bailey was called in consultation. It is to be hoped that Mr. Oliver’s injuries will not prove as serious as reported.” (*Carbondale Leader*, October 30, 1899, p. 5)

Effective May 14, 1899

DELAWARE AND HUDSON RAILROAD.

May 14, 1899.]

Fourteen
passenger trains,
week days and
Saturday,
Carbondale to
Scranton and
Wilkes-Barre

Trains will leave Carbondale as follows;
For Scranton and Wilkes-Barre: 6:05, 7:05, 8:00
9:00, 10:00, 11:20 a. m., 12:45, 1:42, 2:50, 3:49, 5:05,
7:05, 10:00 10:50 p. m.
Sunday trains leave 8:56, 11:21 a. m., 1:16, 2:4
5:01, 7:06 p. m.
For Albany, Saratoga, Montreal, Boston New
England points, &c., 7:00 a. m., 3:50 p. m. (daily)
For Waymart and Honesdale: 7:13, 11:01 a. m.,
3:09, 6:08 p. m.
For New York, Philadelphia, &c, via Lehigh
Valley R. R., 6:05, 11:20, a. m., 12:45, 1:42, 8:45,
(with Black Diamond Express) 10:50 p. m.
For Western points via Lehigh Valley R. R.
7:05, 11:20 a. m., 2:50, (with Black Diamond Ex-
press) 10:00 10:50 p. m.
For Pennsylvania Railroad points: 6:05, 9:00
a. m., 1:45, 3:49 p. m.
For New York, Philadelphia, &c., via Dela-
ware, Lackawanna & Western: 7:05, 9:00, 10:00
11:20 a. m., 10:50 p. m.
For Elmira, Buffalo and Western points, via
Delaware Lackawanna & Western: 8:00 a. m.,
12:45, 5:05, 10:50 p. m.
Trains will arrive at Carbondale from Wilkes-
Barre and Scranton as follows: 6:57, 8:31, 9:31,
10:51 a. m., 12:38, 2:00, 3:00, 4:30, 6:05, 7:05, 8:35, 9:55,
11:38 p. m., 1:54 a. m.
Sunday trains arrive 9:42 a. m., 12:10, 2:59, 4:59,
6:24, 10:30 p. m.
J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.
For complete information relative to ticket
rates and routes to all points in the United States
and Canada, address,
H. W. CROSS, D. P. A., Scranton, Pa

Trains for
everywhere from
Carbondale,
available to D&H
passengers

Important changes, effective October 1899, regarding passenger traffic from Carbondale to New York City:

"NEW YORK TRAFFIC. / The impending changes in passenger traffic to be inaugurated by the D. & H. will do away with the transfer of passengers and baggage to the Lehigh Valley road, unless the passengers prefer that route. The old connecting trains will run about as usual, and the transfers will probably be made at South Wilkes-Barre. To run through trains from Carbondale to New York city, leaving the former at 9 a. m., and Scranton at 9:40 will give a quick service to New York, arriving at 3 p. m. The other extra will leave Carbondale about 1:20, and Scranton at 2 p. m., giving a quick run to New York, arriving at 7 p. m." (*Carbondale Leader*, October 31, 1899, p. 2)

In November 1903, C. R. Manville tendered his resignation as Superintendent of the Pennsylvania Division of the Delaware and Hudson Company. In a newspaper clipping titled "Resignation of Supt. Manville, dated November 28, 1903, in one of the Gritman scrapbooks in the archives of the Carbondale Historical Society, we read:

"Some surprise was occasioned in railroad circles yesterday when the announcement was made that Mr. C. R. Manville, superintendent of the Pennsylvania Division of the Delaware and Hudson railroad had tendered his resignation to take effect Dec. 1. Mr. Manville has been superintendent of this division for the past twelve years, having succeeded his father, the late R. Manville. / He graduated from the Troy polytechnic school and began his railroad service as a civil engineer. / Mr. Manville will be succeeded by H. G. Gilpin, now general superintendent of the New York, Susquehanna and Western, with headquarters in Jersey City. Under the direction of Vice President Culver, the transportation system of the Delaware and Hudson company will be reorganized, beginning Dec. 1. At the present time there are three departments, viz., the transportation, mechanical and maintenance of ways. These will all be under one head and the divisions known as the northern railroad department, the Susquehanna, Rensselaer and Saratoga and Champlain divisions and the Pennsylvania division all come under one head and the whole system of transportation will be directed by an official known as general agent. / This system will be divided into four divisions with the following superintendents: H. G. Gilpin, superintendent of the Pennsylvania division; P. H. Connor, superintendent of the Susquehanna division, with office at Oneonta; A. T. Benjamin, superintendent of the Troy and Saratoga division, with office in Albany, and D. F. Waite, superintendent of the Champlain division. / A. J. Stone will be general superintendent in charge of the transportation, mechanical and maintenance of ways department. / C. D. Hammond will be general agent of the transportation department. He will be located at Albany, and will have charge of the four transportation divisions. A new department of coal and mining will be formed and will be operated independent of the other divisions."

Two of the bridges over which the Valley Road passes between Scranton and Carbondale are the bridge over Green Ridge Street and the bridge over East Market Street.

Here is a photograph of the D&H Green Ridge Street bridge that was taken on June 15, 1928. This photograph, numbered 8794 in the lower right corner, is in the collection of the Carbondale Historical Society.



Here is a photograph of the D&H East Market Street bridge that was taken on August 1, 1928. This photograph, numbered 8799 in the lower right corner, is in the collection of the Carbondale Historical Society.

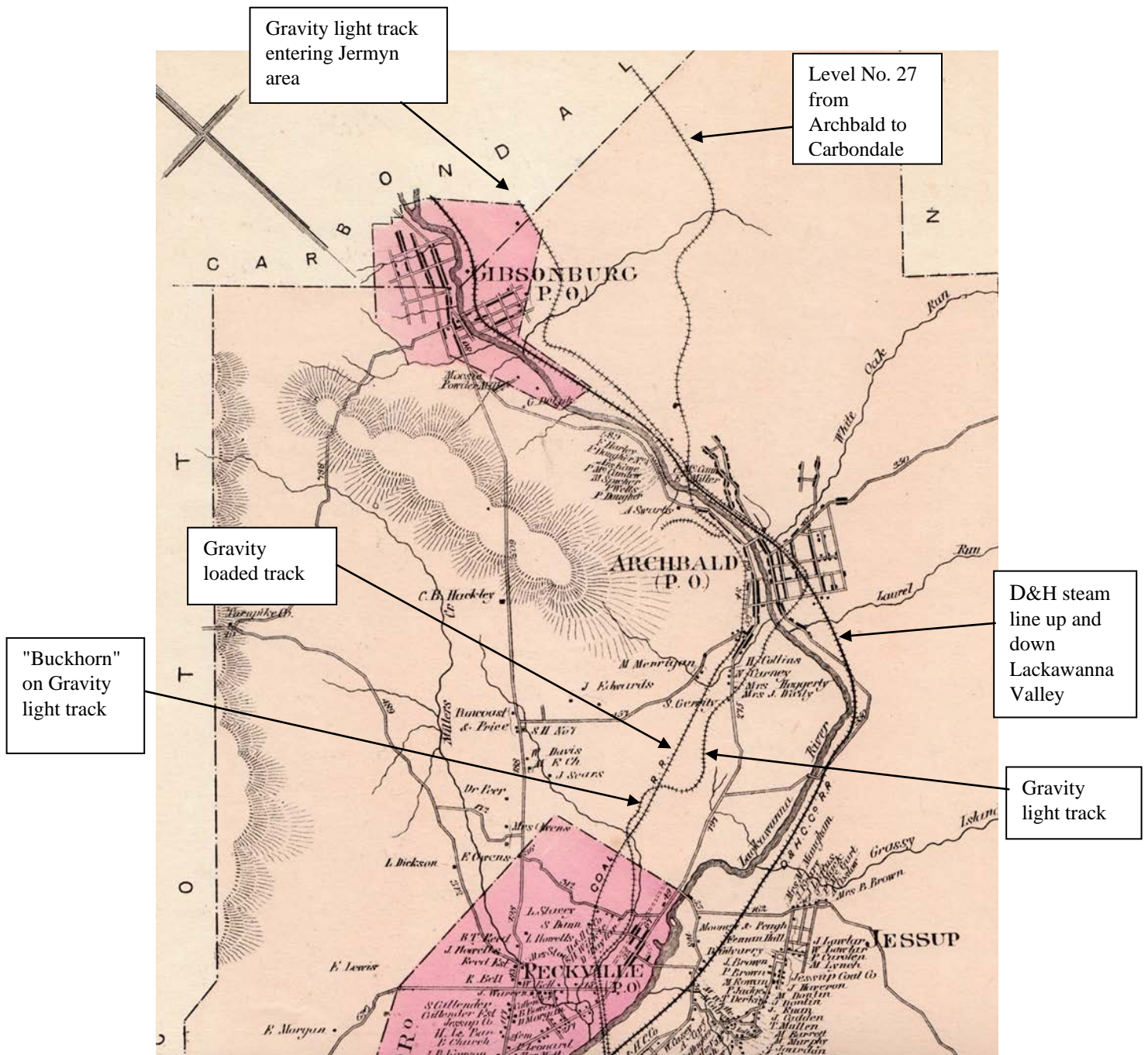


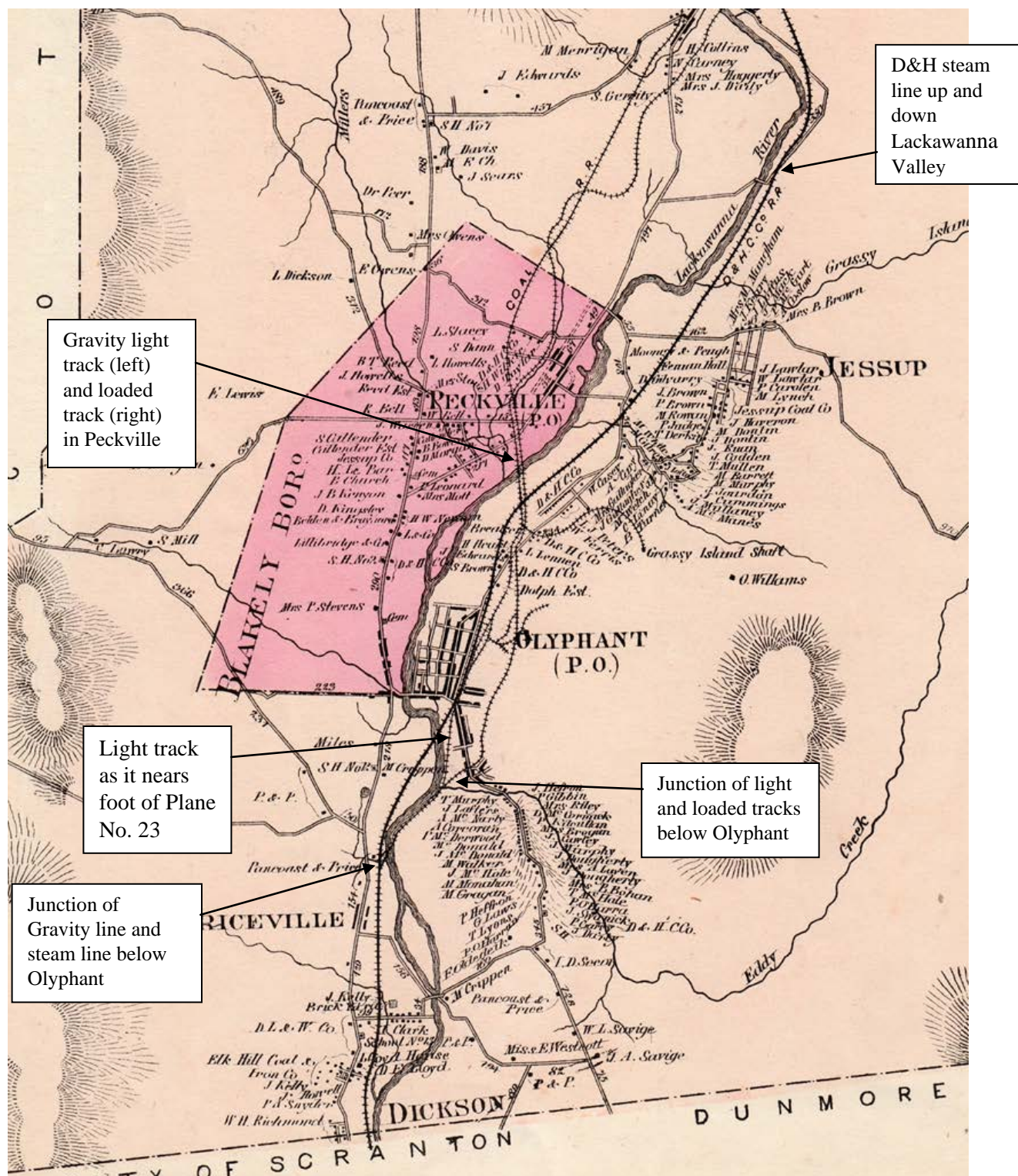
The two bridge photographs given immediately above and the photograph given on the following page are among many D&H photographs that are included in the final pages of a photo album created by the D&H about the installation of a new turntable in the D&H roundhouse in Carbondale in 1926. This album is now in the collection of the Carbondale Historical Society. In the photograph of the Green Ridge Street bridge given above, taken on June 15, 1928, the D&H Maintenance Department coach is seen on the bridge. The photograph given below, taken "June 1 – 1928 at Archbald," is believed to be an interior view of the Maintenance Department coach that is shown in the June 15, 1928 photograph given above.



The photograph given above is published on page 285 of the September 15, 1928 issue of *The Delaware and Hudson Company Bulletin*, with the following caption: "That the Foreman in the Maintenance of Way Department on this railroad [the D&H] take great pride in the appearance as well as the sanitary conditions of labor camps that are operated under their jurisdiction is shown by the accompanying photograph of the Dining Car of the Bridge and Building Camp of Carpenter Foreman Christopher P. Skilton on the Pennsylvania Division. Mr. Warren W.

Gibsonburg to Olyphant: *D. G. Beers*, Blakely, p. 29 (two views):





Shown below is the Carbondale D. & H. Seventh Avenue station.



THE DELAWARE & HUDSON CO.'S DEPOT.

Given below are two photographs of the D&H Seventh Avenue station in Carbondale that were taken in March 1936. These photos were made available to the Carbondale Historical Society by Mr. Criscera, Salem Avenue, Carbondale.



Lookout Junction and Bushwick on the Valley Road in 1938

Lookout Junction in 1938:

(The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 16):

Spring Switches At Moosic and Lookout Junction

Trains or engines moving against the current of traffic must approach Dwarf Signals prepared to stop.

If Dwarf Signals displays stop indication, member of train crew will examine switch for obstruction between switch point and stock rail and if, after reversing and again closing switch by hand, switch will not fully close and signal indicates stop, immediately notify Superintendent.

AN ENGINE OR TRAIN STOPPED WHILE TRAILING THROUGH A SPRING SWITCH MUST NOT MOVE IN THE REVERSE DIRECTION UNTIL THE SPRING SWITCH HAS BEEN THROWN BY HAND.

A spring switch that has been thrown by hand must be restored to the normal position by hand.

When necessary to operate spring switches by hand, constant pressure must be maintained on handle until switch points are completely over. Since an oil buffer prevents quick movements of points from one side to the other, if handle on the switch stand is released while wheels are forcing switch point open, the force in the spring will be transferred to trainman through switch handle and may cause injury.

Sand must not be used while engines are passing over spring switches.

(The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 17):

Lookout Junction

Spring switches indicated by the letters SS on switch target installed on North end of Track No. 4 and South end of Track No. 3, permitting trains moving Northward from Track No. 4 to Track No. 2, and Southward trains from Track No. 3 to Track No. 1, to trail through spring switches without stopping; the spring switch automatically returning to the normal position.

Normal position of switch points for Northward main Track No. 2 and Southward main Track No. 1.

Southward trains moving on Track No. 3 must not pass sign reading Block 177.2, located 800 feet North of Signal 177.2 when a Southward movement is to be made on Track No. 1.

Northward trains moving on Track No. 4 must not pass sign reading Block 177.3, located 1800 feet South of Signal 177.3 when a Northward movement is to be made on Track No. 2.

Trains finding Home Block Signal in stop position will wait three minutes, then if the signal does not display a proceed indication, will report to Train Dispatcher on telephone for instructions.

Dwarf Signal located North of Spring Switch on Track No. 4 and South of spring switch on Track No. 3 in the proceed position, indicates that switch points are in position for movement over spring switch.

Bushwick in 1938:

(The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 18):

Bushwick.

Account of mine operations under tracks in this vicinity, trains or engines using any portion of the Wye track, except that known as the "loop", must send a man ahead of their train to inspect the track and know that it is safe before passing over it.

Valley Road Timetables, 1935 and 1948

The Delaware and Hudson Railroad Corporation Time Table, Wilkes-Barre / Carbondale, Pennsylvania Division, Effective October 1, 1935:

Weekdays				Read Up		Miles	STATIONS	Miles	Weekdays		Read Down	
512	510	508	504	501	505				507	509		
PM	PM	AM	AM						AM	PM	PM	PM
.....	.....	.....	8 30	34.4	Ar. WILKES-BARRE. Lv.	0	.....	.....	.....	.....	.....	5 30
.....	.....	.....	8 24	32.4	..... Parsons.....	2.1	.....	.....	.....	.....	.....	5 36
.....	.....	.....	.....	31.6	..... Miners Mills.....	2.9	.....	.....	.....	.....	.....	.....
.....	.....	.....	8 20	31.0	..... Hudson.....	3.4	.....	.....	.....	.....	.....	5 41
.....	.....	.....	8f16	29.1	..... Laflin.....	5.3	.....	.....	.....	.....	.....	5 46
.....	.....	.....	8f13	27.5	..... Yatesville.....	7.0	.....	.....	.....	.....	.....	5 51
.....	.....	.....	8 10	26.1	..... Pittston.....	8.3	.....	.....	.....	.....	.....	5 54
.....	.....	.....	8 04	23.8	..... Avoca.....	10.6	.....	.....	.....	.....	.....	5 59
.....	.....	.....	7 59	22.0	..... Moosic.....	12.4	.....	.....	.....	.....	.....	6 00
.....	.....	.....	.....	19.0	..... Minooka-Taylor.....	15.4	.....	.....	.....	.....	.....	6 05
.....	.....	.....	.....	17.3	..... South Scranton.....	17.1	.....	.....	.....	.....	.....	.....
.....	.....	.....	7 45	16.0	Lv. SCRANTON... Ar.	18.5	.....	.....	.....	.....	.....	6 14
6 00	3 10	8 40	7 40	16.0	Ar. SCRANTON... Lv.	18.5	6 45	4 00	5 15	6 25	.....	6 20
.....	.....	8 36	7 36	14.4	Green Ridge (Poplar St.)	20.1	.....	4 04	5k19	.....	.....	.....
5 54	3 04	8 34	7 33	13.6	Providence (Market St.)	20.9	6 51	4 06	5 22	6 31	.....	.....
5 49	2 59	8 29	7 28	11.6	..... Dickson.....	22.8	6 56	4 11	5 28	6 36	.....	.....
5 45	2 55	8 25	7 24	10.1	..... Olyphant.....	24.3	7 00	4 15	5 32	6 40	.....	.....
5 41	2 51	8 21	7 20	8.6	..... Jessup-Peckville.....	25.8	7 04	4 19	5 37	6 44	.....	.....
5 38	2f48	8 18	7f17	7.3	..... Winton.....	27.1	7 07	4f22	5f40	6f47	.....	.....
5 35	2 45	8 15	7 14	6.2	..... Archbald.....	28.3	7 10	4 25	5 44	6 50	.....	.....
5 30	2 40	8 10	7 09	3.9	..... Jermyn.....	30.5	7 15	4 30	5 50	6 55	.....	.....
5 26	2 36	8 06	7 06	2.6	..... Mayfield.....	31.8	7 19	4 34	5 54	6 59	.....	.....
5 20	2 30	8 00	7 00	0	Lv. CARBONDALE. Ar.	34.4	7 25	4 40	6 00	7 05	.....	.....
PM	PM	AM	AM				AM	PM	PM	PM		

f—Stop on Signal. k—Will stop at Poplar Street weekdays except Saturdays to receive passengers.
Light faced type denotes A. M. time. Dark faced type denotes P. M. time.

The Delaware and Hudson Railroad Corporation Time Table, Carbondale to Scranton, Weekdays, Effective April 25, 1948. (f—Stop on signal; light face, A. M.; **bold face**, P. M.)

CARBONDALE TO SCRANTON

WEEKDAYS

DAYLIGHT SAVING TIME

Miles	STATIONS	504	508	510	512
		AM	AM	PM	PM
0	Lv. CARBONDALE	7 00	8 00	1 00	5 10
2.6	" Mayfield	7 06	8 06	1 06	5 16
3.9	" Jermyn	7 09	8 10	1 10	5 20
6.2	" Archbald	7 14	8 15	1 15	5 25
7.3	" Winton	7f17	8 18	1f18	5 28
8.6	" Jessup-Peckville	7 20	8 21	1 21	5 31
10.1	" Olyphant	7 24	8 25	1 25	5 35
11.6	" DICKSON CITY	7 28	8 29	1 29	5 39
13.8	" Providence (Market St.)	7 33	8 34	1 34	5 44
14.4	" Green Ridge (Poplar St.)	7 36	8 36	.....	.....
16.0	Ar. SCRANTON	7 40	8 40	1 40	5 50
		AM	AM	PM	PM

The Delaware and Hudson Railroad Corporation Time Table, Scranton to Carbondale, Weekdays, Effective April 25, 1948. (f—Stop on signal; light face, A. M.; **bold face, P. M.**)

SCRANTON TO CARBONDALE

WEEKDAYS

Miles	STATIONS	501	505	507	509
		AM	PM	PM	PM
.0	Lv. SCRANTON	8 20	3 50	5 20	6 30
1.6	" Green Ridge (Poplar St.)		3 f 54	5 f 24	6 f 34
2.2	" Providence (Market St.)	8 26	3 56	5 26	6 36
4.4	" DICKSON CITY	8 31	4 01	5 31	6 41
5.9	" Clyphant	8 35	4 05	5 35	6 45
7.4	" Jessup-Peekville	8 39	4 09	5 39	6 49
8.7	" Winton	8 42	4 12	5 f 42	6 f 52
9.8	" Archbald	8 45	4 15	5 45	6 55
12.1	" Jermyrn	8 50	4 20	5 50	7 00
13.4	" Mayfield	8 54	4 24	5 54	7 04
16.0	Ar. CARBONDALE	9 00	4 30	6 00	7 10
		AM	PM	PM	PM

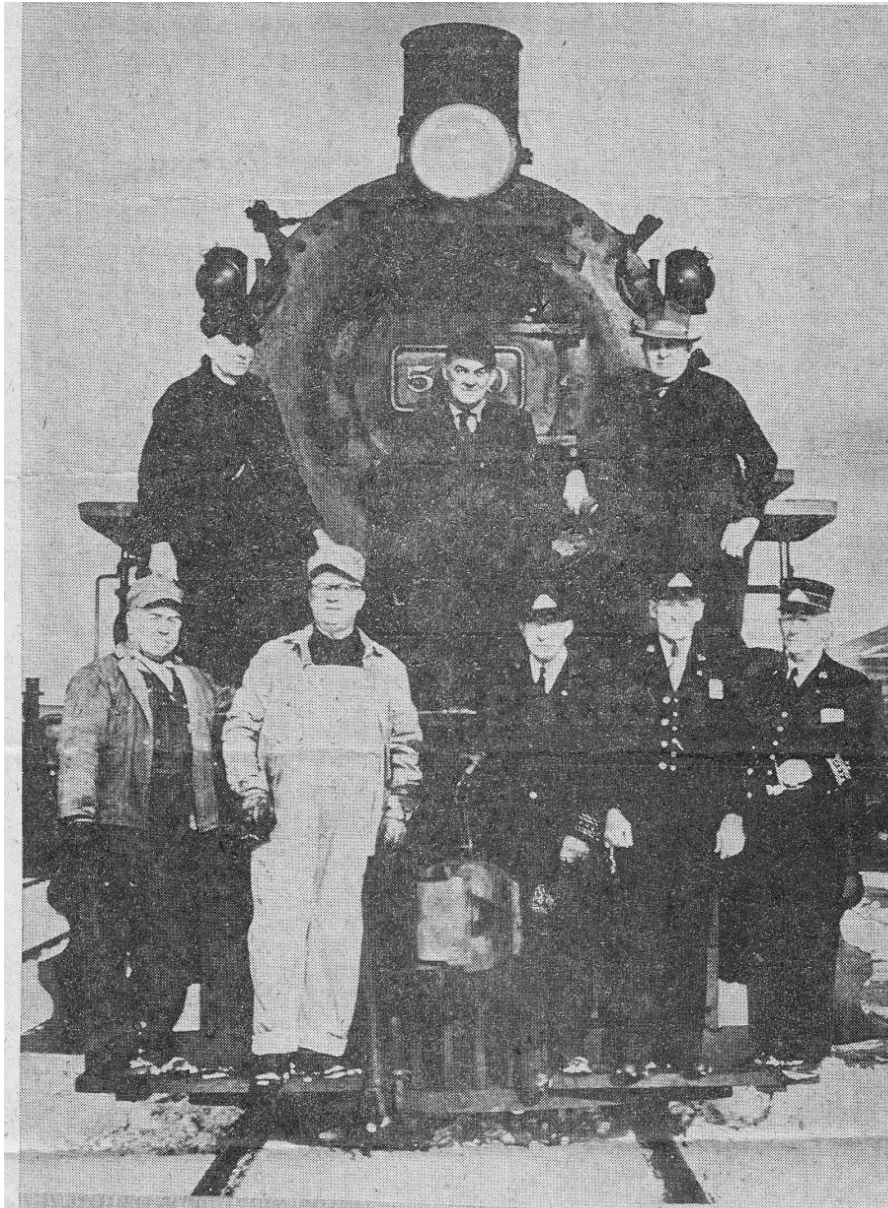
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Closing of the Valley Road from Carbondale to Scranton, 1952

The last passenger train between Carbondale and Scranton made the run on Friday, January 5, 1952. The engineer was Lewis Davis. The newspaper clipping shown below was published in the *Carbondale News* in 1961.

Back row, left to right: John Kohut, Joseph McGarry, and Joseph Crane

Front row, left to right: Harry Kennedy, Lewis Davis, William Lever, Vere Christian, and J. Louis Colvin.



HISTORIC RUN — Last passenger train operated on the Delaware and Hudson Railroad between Carbondale and Scranton made the run on Friday, Jan. 5, 1952. The engineer, Lewis Davis, second from left on footboard, had piloted the last passenger train operating between Carbondale and Wilkes-Barre and the last passenger train operating between Carbondale and Ninevah on the north. On footboards, left to right: Harry Kennedy, fireman; Mr. Davis; William Lever, trainman; Vere Christian, ticket collector, and J. Louis Colvin, conductor. Top row: John Kohut, trainman; Joseph McGarry, car inspector, and Joseph Crane, baggageman.



D&H engine 500, photo taken January 4, 1952: Last train (January 5, 1952) from Scranton to Carbondale on Valley Road, Lewis Davis, engineer. Photo donated to the Carbondale Historical Society in April 2010 by Mary Enright, Park Street, Carbondale.



Lewis Davis and D&H engine 500

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Account Arrival & Departure of Boats 1832
November-December 1832

Delaware and Hudson Canal, Honesdale, PA to Rondout, NY

This Delaware and Hudson Canal Company logbook, *Account Arrival & Departure of Boats 1832*, was found in a box of “junk,” so called, that was given to the Carbondale Historical Society / Carbondale Delaware and Hudson Transportation Museum in June 2010.

On August 15, 2010, electronic copies of this extraordinary logbook were presented to all members of the Delaware and Hudson Transportation Heritage Council by the Carbondale Historical Society and the Delaware and Hudson Transportation Museum.

When this remarkable account book is studied in detail, our knowledge of the early history of the Delaware and Hudson Canal will surely be enriched.

May-June 1832 from this ledger are presented in Volume VII in this series.

July-August 1832 are presented in Volume VIII in this series.

September-October 1832 are presented in Volume IX in this series.

Given below are November-December 1832 (pages 136-167)

Names of Canal Boats, Captains, and Boatmen

In *The Delaware & Hudson Canal and it's [sic] Gravity Railroads* (Sixth Edition, 1985), E. D. LeRoy presents (p. 91) a list of the names of 35 D&H Canal boats and their captains; also the names of four Packet Boats on the D&H Canal (Daniel Webster, Fashion, Orange, Luther Bradish). On page 93 in that same book, LeRoy presents an alphabetized list (about 200 names) of "Boatmen employed on the D & H Canal – 1898"

Here then are November-December 1832 from this 1832 logbook of the D&H Canal:

Acct. of Arrivals & Departures of Boats 1832

Nov. 1 st	Boat N ^o 178. J. Bridall N ^o 264. Mord. 15. 17. 00	
" "	" 17. Tho. Shucomb without C ^o Lading	
" "	" 190. Abel D. Napier, 1 Box fiks, 2 lbs leather, 10 bags White Cedar 2 Bunches paper, 1 box beer	
" "	Lead, 1 Bunch Gunny, 1 Carcass Lard 4 Bl ^o Tin for Confy	12
" "	Boat N ^o 152. Eliza Higgins 2 Coils Rope, 1 bag Chains 45. Bunches Iron for Confy	60
" "	Boat N ^o 25. Amasa Ingraham 220 Barre & 30 Bunches Iron for Confy	
" "	" 79. 16. M ^o Storg without C ^o Lading	
" "	Malfrill. D. J. Down N ^o 265. Mord. 21. 2. 1. 0	
" "	" 130. Tho. Van Wagner without C ^o Lading	
" "	" 175. James Bridall	
" "	" 73. Tho. Van Wagner	
" "	" 24. M ^o Crossin	
" "	" 189. A. M. Jackson	30
" "	" 148. Alex. Dwyer	
2	" 199. R. Dupuy	30
" "	" 45. Mary Cole, 2 cut fair Coal to 40	30
" "	" 159. A. D. Rose	30
" "	Woff. Ed. Mansfield	30
" "	" N ^o 149. G. B. Righthead	30
" "	" 190. Abel D. Napier	30
" "	Woff. Ed. Mansfield	30
" "	" N ^o 47. Tho. Shucomb	30
" "	Scow Eliza Joseph Milibus V. P. 550	30
" "	Boat N ^o 176. James Bridall	30
" "	" 175. James Bridall	30
" "	" 154. Townsend & Poor	30
" "	" 166. James Bridall	30
" "	" 24. M ^o Crossin	30
" "	" 158. Townsend & Poor	30
" "	Eliza Eliza & Murray	30
" "	Ed. Smith D. J. Down N ^o 265. Mord. 21. 2. 1. 0	30
" "	" N ^o 62. Lewis Gaskin	30
" "	" 57. M ^o De Witt	30
" "	" 55. Ispr. Whiting	30

Account of Arrival & Departure of Boats 1832

Nov. 2.	Boat No 23.	Amasa Ingraham	Coal	30
"	" 152.	Elisha Allgro	"	30
"	" 64.	Nickl. Blauhan	without C ^o ading	
"	" 161.	Tho. Kewenab	6 Coals oil	
"	" 8.	Joshua Drayton	without C ^o ading	
"	" 101.	Abm. Boyce	"	
"	" 35.	J ^{rs} Wherry	"	20
"	" 153.	Agnes & Poor	"	18
"	" 104.	J. Rich	"	
"	"	Theo. & E. Mayfield	"	
"	" 14.	Ch. S. Van Wagner	"	
"	" 7.	Mrs. Dietz	"	
"	" 30.	Thos. Van Wagner	Coal	30
"	" 73.	Thos. Van Wagner	"	20
"	" 92.	Caleb Rich	without C ^o ading	
"	" 148.	Alex. Demitt	Coal	30
"	" 167.	J. Perry	"	30
"	" 48.	J. M. Cooper	without C ^o ading	
"	"	Clinta J. C. Dubois	"	
"	" 91.	Adam S. Lefore	"	
"	" 204.	A. J. D. Van Wagner	"	
"	" 95.	Mrs. C. Gooding	"	
"	"	Henry Clay & M. Jackson	"	
"	" 8.	Joshua Drayton	Coal	30
"	" 161.	Tho. Kewenab	6 Coals oil	40
"	" 64.	Nickl. Blauhan	"	30
"	" 101.	Abm. Boyce	"	30
"	" 104.	Abraham Price	"	30
"	" 189.	J. M. Jackson	"	30
"	" 7.	Mrs. Dietz	"	30
"	" 14.	Mrs. Dietz	"	30
"	" 92.	Caleb Rich	"	30
"	"	Caleb & Mayfield	"	30
"	" 153.	J. & Poor	"	30
"	"	Theo. & E. Mayfield	"	30
"	" 178.	James Madrell	"	30
"	" 91.	Adam S. Lefore	Fire Coal	30

Account of Arrivals & Departures of Boats 1832

1832			
Nov. 5	Boat N ^o 58.	William Sherman without C ^o lading	
	"	Quint E & Mansfield	30
	"	Asaph Boy Jacob Mahman	
	"	N ^o 142. David Huggan N ^o 313. Mcid ³ 18. 11.3.0	
	"	" 168. D & Perry N ^o 341. D ³ 32. 9.2.10	
	"	" 200. D ³ 32. 9.2.10	
	"	41. Abm Nottingham without C ^o lading	
	"	1. Abm Nottingham	
6	"	41. Abm Nottingham Coal 6. 11.3.0	30
	"	1. Abm Nottingham	30
	"	200. D ³ 32. 9.2.10	30
	"	142. David Huggan	30
	"	168. D & Perry	30
	"	3. James Morris	30
	"	212. David Huggan N ^o 314. Sun ³ 19. 11.3.0	
	"	184. J. S. Lasker without C ^o lading	
	"	145. John Ferguson	
	"	176. D & Perry N ^o 34. 17. 3. 9. 10. 11.3.0	
7	"	184. J. S. Lasker Coal	30
	"	212. D ³ 32. 9.2.10	30
	"	145. John Ferguson	30
	"	123. David Evans without C ^o lading	
	"	125. John Carter D ³ 32. 9.2.10	
	"	25. Abg al Loding	
	"	83. D ³ 32. 9.2.10	
	"	206. John A. Patmore	
	"	173. Charles Booth	30
	"	49. John A. Patmore	30
	"	81. Charles Booth	30
	"	80. J. R. Marshall	
8	"	123. David Evans Coal	30
	"	171. D ³ 32. 9.2.10	30
	"	25. Abg al Loding	30
	"	125. John Carter	30
	"	83. J. R. Marshall	30
	"	80. J. R. Marshall	30
	"	206. John A. Patmore	30
10	"	173. Charles Booth	30

Account of Arrival & Departure of Boats

1832			
Nov. 8 th	Boat N ^o 120	Charles Booth. Coal	30
	"	Albin. Com ^d Knight	30
	"	N ^o 115. J ^r L. Kinsman	30
	"	40. Joseph B. B. C.	30
	"	181. G ^d Booth	30
	"	124. Jacob A. Sneyden	30
	"	4. Jacob A. Sneyden 41 Bars Bon.	
	"	St. Louis Park & House with 100 Lads	
Nov. 10 th	"	N ^o 211. Jacob A. Sneyden without 6 th Lading	
	"	Albin. Com ^d Knight with 6 th Lading	
	"	N ^o 181. J ^r L. Kinsman 28 Bars R.P. Sneyden	
	"	115. J ^r L. Kinsman without 6 th Lading	100
	"	124. Jacob A. Sneyden	100
	"	183. J ^r L. Kinsman	100
	"	160. J ^r L. Kinsman	100
	"	180. James B. B. C. 12. ditto 26.30	26.30
9	Four Boats	Low Price Month Lads	
		18th. Boats 15 M. 6.75	6.75
		Midway	1.50
	Boat N ^o 4. Jacob A. Sneyden	Coal	30
	"	211. Jacob A. Sneyden	30
	"	180. J ^r L. Kinsman	30
	"	St. Louis Park & House	30
	"	N ^o 102. Lewis G. B. C.	30
	"	Conrad's Boat Wagon	30
	"	N ^o 11. James B. C.	30
	"	180. James B. C.	30
Nov. 10 th	"	174. Alex ^r H. W. B. C. without 6 th Lading	124
"	"	5. Com ^d L. Kinsman without 6 th Lading	
	"	House N ^o 24. John Smith Lads	5.13.15
	"	N ^o 11. James B. C. without 6 th Lading	100
	"	149. J. D. B. C.	60
	"	146. J. D. B. C.	
	"	144. J. D. B. C.	
	"	78. James B. C.	174
	"	102. Lewis G. B. C.	
	"	80. J. D. B. C.	
	"	Conrad's Boat Wagon	
	"	N ^o 34. John M. B. C.	

Account of Arrival & Departure of Boats

1832

Nov. 10	Boat No. 5. Corn. L. Alder	Coal	30
"	" 193. Albert Devitt	"	30
"	" 174. Alex. H. H. H. H.	"	30
"	" 34. John M. Kinsback	"	30
"	" 146. Philip Van Rensselaer	"	30
"	" 78. James Lee Bush	"	30
"	" 144. J. D. B. Karbrock	"	30
"	" 86. E. J. Reed & Sons	Provisions & other goods	30
"	" J. I. Hendricks - Lewis Raymond	Provisions & other goods	30
"	" 160. Ch. M. E. E. E.	Provisions & other goods	30
"	" 86. Thos. Newcomb	Provisions & other goods	30
"	" 44. J. P. Kelly	Provisions & other goods	30
"	" 27. James D. Smith	Provisions & other goods	30
"	" 38. David H. B. Oosterhout	Provisions & other goods	30
"	" 16. David H. B. Oosterhout	Provisions & other goods	30
"	" 37. James D. Smith	Provisions & other goods	30
"	" 90. J. P. Kelly	Provisions & other goods	30
"	" 139. J. D. B. Karbrock	Provisions & other goods	30
"	" 74. Charles M. E. E.	Provisions & other goods	30
"	" 36. Thos. Newcomb	Provisions & other goods	30
"	" J. I. Hendricks - Lewis Raymond	Provisions & other goods	30
"	" 16. David H. B. Oosterhout	Provisions & other goods	30
"	" 44. J. P. Kelly	Provisions & other goods	30
"	" 139. J. D. B. Karbrock	Provisions & other goods	30
"	" 37. James D. Smith	Provisions & other goods	30
"	" 27. Ditto	Provisions & other goods	30
"	" 74. Chas. M. E. E.	Provisions & other goods	30
"	" 98. Richd. Jackson	Provisions & other goods	30
"	" 67. Ditto	Provisions & other goods	30
"	" 90. J. P. Kelly	Provisions & other goods	30
"	" 165. J. P. Kelly	Provisions & other goods	30
"	" John Warts - E. E. Depey	Provisions & other goods	30
"	" 185. J. A. H. H. H.	Provisions & other goods	30
"	" 75. J. A. H. H. H.	Provisions & other goods	30
"	" 76. Chas. M. E. E.	Provisions & other goods	30
"	" 118. G. J. A. A.	Provisions & other goods	30

P. M. H. H.

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Account of Arrival & Departure of Boats 1832

Nov. 13 Boat No 164. Dr Perry without C^o Ladies

— " —	205. Henry S. Rice	— " —
— " —	Dolphin - John Durand	— " —
— " —	169. John & P. de la 39 bottles down 7. Car Whales	— " —
— " —	122. James M. Lewis	— " —
— " —	182. J. S. Larkins No 40. hundred	112.00
— " —	117. J. M. Brown without C ^o Ladies	— " —
— " —	71. S. B. Marshall 7 Car Whales 20 extra	— " —
— " —	156. John Ferguson 16. R. R. 16 Car Whales	— " —
— " —	197. S. B. Marshall	35
— " —	12. N. Drake	— " —
— " —	49. Adam S. Lefevre	— " —
— " —	Draco - James Price	— " —
— " —	No 140. J. W. Cooper 4. R. R. 4 Car Whales	— " —
— " —	31. Sam ^l . Gun	— " —
— " —	187. Sam ^l . Gun	— " —
— " —	128. James M. Lewis	— " —
— " —	43. John Cannon	— " —
— " —	Thistle Mr. Robinson. Merch ^t	12.42 80
— " —	Commerce & Mansfield without C ^o Ladies	— " —
— " —	No 201. Mr. C. Coddington	— " —
— " —	6. John Cleaver	— " —
— " —	77. Job Postmick	— " —
— " —	120. M. Salpaugh 22. Car Whales	— " —
— " —	42. Moss Kortright	— " —
— " —	55. John Cleaver	— " —
— " —	156. John Postmick	— " —
— " —	19. John Elvins	— " —

14. Boat No 71. Dr. R. Marshall Coal	40.00
— " — Draco James Price	30
— " — No 49. Adam S. Lefevre	30
— " — No 182. J. S. Larkins 400 Coal	30
— " — No 12. N. Drake Coal	30
— " — No 156. John Ferguson	30
— " — No 31. Sam ^l . Gun	30

Account of Arrival & Departure of Boats 1832

Nov. 14	Boat N ^o 140.	J. W. Cooper	Coal	30
"	"	167. Hunt Gun	"	30
"	"	128. James J. M. Cui	"	30
"	"	43. John Macmill	"	30
"	"	40. Couch & M. & Oak	"	30
"	"	201. Mr. C. Goddington	"	30
"	"	Commerce. E. & Mansfield	"	30
"	"	177. John Bortnick	"	30
"	"	136. John Bortnick	to Boston	30
"	"	6. John Clearwater	Coal	30
"	"	19. John Elwyn	"	30
"	"	85. John Clearwater	"	30
"	"	33. John Whitaker	Coal	30
"	"	40. Couch & M. & Oak	without C ^o Lading	
"	"	33. John Whitaker	"	30
"	"	69. David Woolsey	"	30
"	"	151. J. & P. Poon	N ^o 101. March 22. 1832	30
"	"	126. David Catlin	without C ^o Lading	
"	"	157. J. & P. Poon	N ^o 50. March 22. 1832	30
"	"	209. J. Clearwater	without C ^o Lading	
"	"	24. E. & S. Smith	"	30
"	"	63. Thos. Parker	"	30
"	"	203. Henry O. Lawrence	"	30
"	"	97. J. & P. Poon	"	30
"	"	87. Joseph D. Catlin	"	30
"	"	190. J. & P. Poon	"	30
"	"	57. Albert D. Smith	"	30
"	"	26. J. & P. Poon	"	30
"	"	149. J. & P. Poon	"	30
"	"	47. J. & P. Poon	"	30
"	"	59. J. & P. Poon	"	30
"	"	132. J. & P. Poon	"	30
15	Boat N ^o 120.	McAlpough	Coal	30
"	"	209. John Clearwater	Coal	30
"	"	42. Wm. K. Wright	"	30
"	"	69. David Woolsey	"	30
"	"	126. David Catlin	"	30
"	"	151. J. & P. Poon	"	30

Account of Annual Disbursements of Board 1832

Nov-16	Boat No. 188. Chas. McEwen	Coal	30
"	" 56. John Warner	"	30
	Leaves Pioneer, (Bacon Mouth Lack)		
	Boat No. 188	11 Mr. Pike Roads 25 M. of p. 4.50	
		Mitigate	1.50
	Boat No. 158. J. P. Pory	Coal	500 30
"	" 62. Lewis Gardner	"	30
"	" 198. Alex. Demire	"	30
"	" 201. Mary O'Lawrence	"	30
"	" 134. Chas. McEwen	"	30
"	Richard Potter - Joshua Haysan put.	"	30
"	" 5. Joshua Haysan	"	30
"	" 96. G. J. Dickert	Fire Coal	30
"	" 30. Tho. Van Wagner	Coal	30
"	" 73. Tho. Van Wagner	"	30
"	" 17. Henry M. Wood	"	30
"	" 207. N. Birdall	"	30
"	" 133. L. L. Corbiant	"	30
"	" 79. Henry M. Wood	"	30
"	" 170. G. M. Kernick	"	30
"	" 70. G. P. Dumas	"	30
"	" 192. D. Davis	"	30
"	" 116. Morris	"	30
"	" 161. Tho. Stevenson	Fire Coal	
"	" 88. John Blair Lewis	Fire Coal	
"	" 208. N. Birdall		122
"	" 155. J. H. Sewalligan		122
"	" 137. J. J. Frost		
"	" 113. Chas. J. House		
"	" 92. Caleb Birch		
	Setas Wright & Co. 1832. March 26. 19. 3. 02		
	Scoro Eclipse Henry Snyder 30 107. 7. 15. 3. 77		
17	" 161. Tho. Stevenson	Fire Coal	40 30
"	" 66. Saml. Francis	Coal	40 30
"	Specimen - E. Mansfield	"	30
"	" 150. John Campbell	"	30
"	" 149. R. W. DePuy	"	30

Account of Arrivals & Departures of Boats 1812

Nov-19	Boat delay night A. S. House N. 13. Lumber & Fish	30.30
Nov-19	Boat N. 24. Mr. Deth	Coal 30
"	" 7- Mr. Deth	" 30
"	" 99- Joel H. Miller	" 30
"	" 100- Wesley Givens without C. loading	
"	" 99- Joel H. Miller	"
"	" 100- Joel H. Miller N. 127. Beer	3.0.0. 12
"	" 28- W. Deth without C. loading	
"	" 7- Mr. Deth	"
"	" 204- A. D. D. Van Wagner & Co. oil for 1000	
"	" 18- Mr. Corwin without C. loading	
"	" 29- Mr. Corwin	"
"	" President A. D. D. Van Wagner	"
"	" N. 106. Alex. Snyder	2.2. 84
"	" 141- J. A. Davis B. R. D. Hagon Mals.	
20	" 18- Mr. Corwin	Coal 30
"	" 29- Mr. Corwin	" 30
"	" Pres. A. D. D. Van Wagner	" 30
"	" 110- Joel H. Miller	" 30
"	" 100- Alex. Snyder	" 30
"	" Salem E. Mansfield	" 30
"	" N. 141. Obadiah Peaty 14. Can. wharf only 12	30
"	" 15- Mr. W. Deth	" 30
"	" 123- David Evans	" 30
"	" 40- Budd	" 30
"	" 114- James S. Keypas	" 30
"	" 143- D. W. Schorrmaker	" 30
"	" 58- Henry Sherman Sherman	" 30
"	" McVan Baren. Mann	" 30
"	" N. 15- Mr. Deth without C. loading	
"	" Salem E. Mansfield	"
"	" N. 114- J. S. Regua	"
"	" 143- D. W. Schorrmaker	"
"	" 40- Joseph Budd	"
"	" 112- Alex. Snyder 2 boxes Machinery	
"	" Salem E. Mansfield	Can. wharf, 10. 12. 13
"	" N. 123- David Evans	"
"	" 58- Henry Sherman	"

Account of Arrival & Departure of Boats 1832

Nov. 22	Boat Alton	E. H. Mansfield	Coal	30
"	"	N ^o 80. E. R. Marshall	"	30
"	"	" 83. S. P. Marshall	"	30
"	"	" 54. J. J. Longshore	by side	20 1/2
"	"	" 35. J. J. Schoonmaker	"	30
"	"	Cornedical J. Warner	100 ft to J. Phillips	30
"	"	" 174. J. H. Hermann	Coal	30
"	"	" 146. J. Van Krumm	"	30
Scro Eclipse N^o 17. J. D. Scherby				
"	Boat N ^o 51. J. H. Hermann	Coal	30	
"	"	" 163. J. J. Schoonmaker	"	30
"	"	" 167. J. J. Schoonmaker	N ^o 149. March 2. 20. 0. 3. 17	
"	"	" 154. J. J. Schoonmaker	N ^o 150. Date. 22. 0. 2. 10	
"	"	" 153. J. J. Schoonmaker	N ^o 143. Date. 23. 7. 2. 14	
"	"	" 163. J. J. Schoonmaker	without 6 ^o loading	
"	"	" 102. Lewis Gasker	"	
Scro Eclipse N^o 17. J. D. Scherby				
"	Boat 102. Lewis Gasker	Coal	30	
"	"	Matthill. B. v. Kaur	15 sack May 23. 25. 18	
295. Box 20 1/2 tons Manufacture Wood				
"	"	N ^o 175. John Barnadash	Coal	30
"	"	" 175. John Barnadash	without 6 ^o loading	
"	"	" 200. John A. Paterson	"	
23	"	" 200. John A. Paterson	Coal	30
"	"	" 48. J. W. Cooper	"	30
"	"	" 154. J. W. Cooper	"	30
"	"	Clinton J. C. Dabner	"	30
"	"	" 170. J. D. Purpice	without 6 ^o loading	
"	"	" 115. J. J. Schoonmaker	"	
"	"	Delaware J. J. Schoonmaker	N ^o 54. Lewis 25 tons	
"	"	" 147. Elijah Miller	without 6 ^o loading	
"	"	J. T. Hendricks. Lucin Chapman	"	21 1/2
"	"	" 4. J. W. Carey	"	21 1/2
"	"	" 44. J. W. Kelly	"	
24	"	" 90. J. W. Kelly	Coal	30
"	"	" 44. J. W. Kelly	"	30
153	"	" 147. Elijah Miller	"	30

Account of Arrival & Departure of Boats 1872

Nov. 25	Boat N ^o 195 - Lath House N ^o 195. Mashed ^{14.1.0.12}	
"	" 200. J. & P. Pong - N ^o 185. Mashed ^{17.1.1.15}	
"	" 169. John Alder without 6 ^o loading	
"	" 124. Jacob & Sigurd	
"	" 41. J. M. Kimbark	
"	" 34. John M. Kimbark	
"	" 74. Ch ^o McEaton 25. Can. Whales	
"	" 138. Ros. aunts & Crispall ^{17th from Boston Nov. 4th 1872} ^{1.15}	
"	" 84. W. B. Van Wagener	
"	" 127. James M. Coe	
"	" 122. James M. Coe	
26	" 67. ^{James M. Coe} Coal	30
"	" 98. Rich ^d Jackson	30
"	" 179. Delig. Rasmus ^{paid for Coal to Boston} ^{2.10}	30
"	" 169. John Alder Blue Coal	30
"	" 211. J. A. Snyder	30
"	" 41. John M. Kimbark	30
"	" 34. John M. Kimbark	30
"	" 132. Jacob & David	30
"	" 144. J. D. Harbuck	30
"	" 195. Thomas Pong	30
"	" 74. Ch ^o McEaton	30
"	" 124. Jacob & Sigurd	30
"	" 138. Ros. aunts & Crispall	30
"	" 84. W. B. Van Wagener	30
"	" 200. J. & P. Pong	30
"	" 202. Corn ^l J. Dabois ^{keys & Pong} ^{2.2}	30
"	" 117. Corn ^l J. Dabois ^{without 6^o loading} ^{3.6}	30
"	" 68. Jacob Warner	
"	" 172. Ch ^o Booth	
"	" 81. Ch ^o Booth	
"	" 86. E. J. Kent 25. Can. Whales ^{2.2}	30
27	" 122. James M. Coe Coal	30
"	" 127. James M. Coe	30
"	" 117. Corn ^l J. Dabois	30
"	" 202. Corn ^l J. Dabois	30
"	" 81. Ch ^o Booth	30

Account of Arrival & Departure of Boats 1832

Nov. 27	Boat No. 173	Ch. Booth	Coal	30
"	68.	Josiah Warner	"	30
"	32.	Officer Weston	"	30
"	130.	Joseph B. DePuey	"	30
"	210.	John B. DePuey	"	30
"	181.	Samuel DePuey	"	30
"	76.	Ch. B. Van Wagner	"	30
"	180.	Joseph B. DePuey without 6' Lading	"	
"	210.	John B. DePuey	"	
"	181.	Samuel DePuey	"	
"	172.	D & Pong No. 237	Merch	15.9.2.19
"	76.	Ch. B. Van Wagner	"	
"	185.	Abel Aburnethy	"	
"	175.	Abel Aburnethy	"	
"	52.	L. V. St. Miller	"	
"	Amos Jackson	John J. Miller	"	
"	71.	F. B. Marshall	"	
"	197.	F. B. Marshall	"	
"	43.	John Cammell	"	
"	Ellis	Low. Knight No. 245	Merch	23.5.0.0
28	57.	L. V. St. Miller	Coal	30
"	Amos Jackson	John J. Miller	"	30
"	75.	Abel Aburnethy	Coal	30
"	185.	Abel Aburnethy	"	30
"	86.	E. J. Kent	"	30
"	172.	Merch & Pong No. 237	Merch	6.05.30
"	197.	F. B. Marshall	Coal	30
"	71.	F. B. Marshall	"	30
"	13.	Mr. Tuttle	"	30
"	14.	John Whitaker	"	30
"	43.	John Cammell	"	30
"	165.	D & Pong No. 237	Merch	12.7.30
"	165.	D & Pong No. 237	Merch	25.13.3.21
"	14.	John Whitaker without 6' Lading	"	30
"	13.	Mr. Tuttle	"	
"	145.	John Ferguson No. 143	Merch	23.5.0.16

Account of Arrival & Departure of Boats 1832

Nov. 28	Boat No 184	J. S. Larkin No 194	March 2 - 16. 2. 2. 8	53
"	"	10. J. C. Cushman without C. Lading		40
"	"	148. Edward Perry		
"	"	96. H. C. Cushman No 231	May 16. 10. 2. 0	29
"	"	171. J. Perry	" 233 - " 24. 10. 3. 0	
"	"	Mohawk - Ch. Mc Eater	without lading	
"	"	186. J. D. Melkum	"	
"	"	190. A. D. Ruppel	"	
"	"	20. John Whitaker	"	30
"	"	109. Joseph Brown	"	30
"	"	18. George Vedgley No 248	March 21. 16. 3.	29
"	"	Friend James Price without C. Lading		
"	"	152. Elizabeth Mays	"	
"	"	203. H. O. Lawrence	"	
29	"	10. J. C. Cushman	Coal	30
"	"	118. J. Perry	"	30
"	"	186. J. D. Melkum	"	30
"	"	Mohawk Ch. Mc Eater	"	30
"	"	No 20. John Whitaker	D. B. Hackett	30
"	"	190. A. D. Ruppel	Coal	30
"	"	152. Elizabeth Mays	"	30
"	"	Friend James Price	"	30
"	"	203. H. O. Lawrence	"	30
"	"	40. George Vedgley	"	30
"	"	109. Joseph Brown	"	30
"	"	162. Elizabeth Mays	"	30
"	"	John Wata E. E. Depuy	"	30
"	"	194. E. E. Depuy	"	30
"	"	145. Eliza Melton	"	30
"	"	1 John J. Miller	"	30
"	"	24. Eliza Smith	"	30
"	"	184. Eliza Melton	"	30
"	"	40. George Vedgley without C. Lading		
"	"	162. Elizabeth Mays	"	
"	"	24. Eliza Smith	"	
"	"	99. R. M. Depuy	"	
156	"	John Wata E. E. Depuy	"	43

Account of Arrival & Departure of Boats, 1832

1832	Nov-29	Boat N. 1. John A. Miller without C. Lading	
		Rich. Botter. J. Weyman Junr	
		N. 8. Joshua Weyman 20. Cal Whales for C.	
		Delaware for C. Osterhout without Lading	
		121. Tho. Weyman	30
		123. James M. Cox	30
30		124. Thomas Weyman Coal	30
		Rich. Botter. J. Weyman Junr	30
		N. 8. Joshua Weyman	30
		Delaware for C. Osterhout	30
		N. 123. James M. Cox	30
		96. Alex. Weyman	30
		140. J. W. Cooper	30
		16. Gideon Cornbeck	30
		73. Sh. Nao Wagner	30
		171. Townsend Poy	30
		73. Sh. Nao Wagner without C. Lading	32.60
		140. J. W. Cooper	7.70
		16. Gideon Cornbeck 1000 Machine for C.	
		119. Overman of the ship 16. Cal Whales for C.	
		Agua C. D. Ferrisega without C. Lading	
		N. 155. V. H. Fawcett	
		142. David Weyman N. 2210 N. 24. 2.02	
		45. Mary Cole	12
		49. Salina L. Leflore	18.25
		103. Solana Leflore	
		66. Sara Leflore	
		1205. H. S. Ruel	
		58. Sh. Nao Weyman N. 2210 N. 24. 2.02	
		155. V. H. Fawcett N. 2210 N. 24. 2.02	
		6. John Clearwater	37.4

Account of Arrival & Departure of Boats 1832

1832

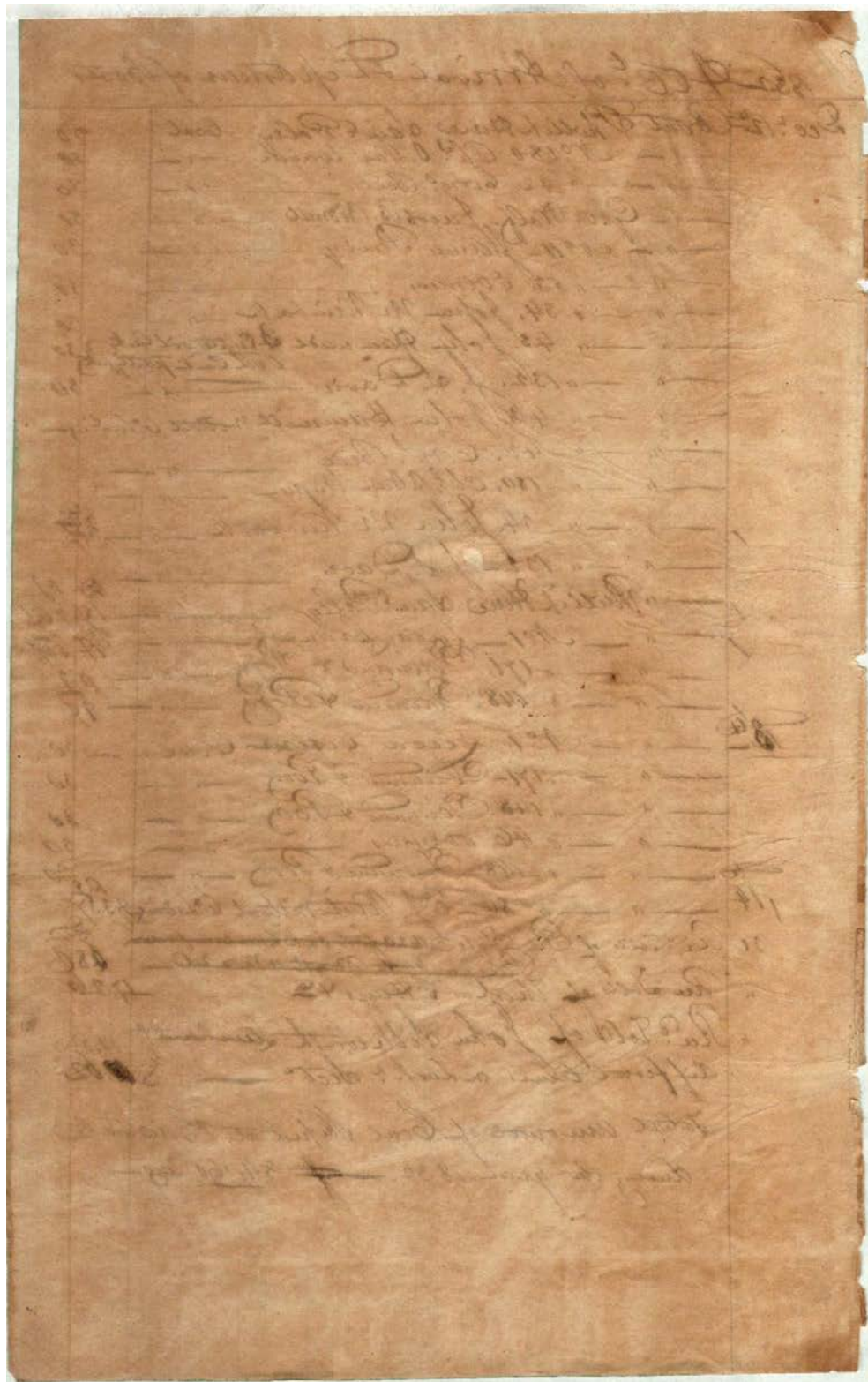
December 2	Boat No 100 Isaac Price without C. Lading	
"	" 160. Ch. McE. Eater N. 151. Mould 32. 0. 0. 20	
"	" 164. John St. Perry N. 270	21. 13. 0. 0
"	" 60. Henry Tiffany without C. Lading	
"	" 134. Ch. McE. Eater	
"	" 158. Frederick Perry N. 158. Mould 19. 16. 1. 0	
"	" 188. Ch. McE. Eater N. 300. Mould 25. 12. 14	
"	" 101. John Boyce without C. Lading	
"	" 176. John Boyce	
3	" 118. G. R. Acton	30
"	" 85. James Cleaver	30
"	" 136. John Bartwick	30
"	" 133. John E. Cortant	30
"	" 47. Thos. Newcomb	30
"	" 50. John Campbell	30
"	" 134. Ch. McE. Eater	30
"	" 60. Henry Tiffany	30
"	" 159. R. Croftingham	30
"	" 156. John Ferguson 22. 10. 10. 30	25. 30
"	" 101. John Boyce	30
"	" 176. John Boyce	30
"	" 100. Isaac Price	30
"	" 191. John Burns 16. 10. 10. 30	16. 30
"	" 89. Daniel Mynder	30
"	" 126. Stephen Dolan	30
"	" 126. Ditto 25. Car Wheels for carpenter	25. 30
"	" 139. D. H. Brown without C. Lading	30
"	" 12. J. Drake	30
"	" 191. John Burns	30
"	" 89. Daniel Mynder	30
"	" 191. John Burns	30
"	" 112. B. A. Moore	30
"	" 206. John A. Paterson	30
"	" 91. A. J. Lefer	30
"	" 69. David Hooley	30
"	" Thistle M. Robinson	30
"	" 19208. St. Barball	30
"	" 123. David Evans	30
"	" 207. John Burns N. 311. Mould 32. 1. 9. 30	32. 30

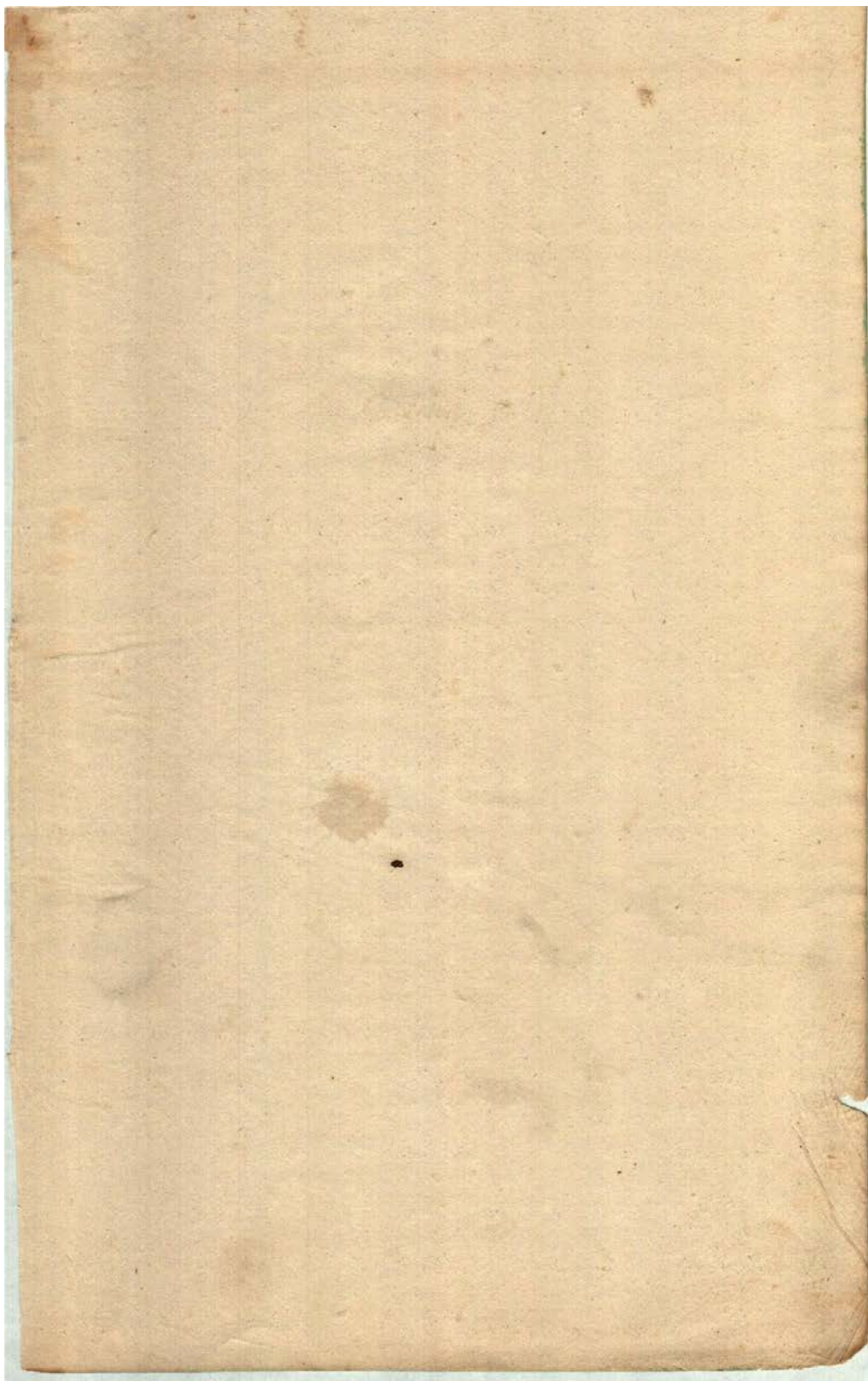
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Account of Arrival & Departure of Boats

1832	Boat No 174	A. H. Hermanns Coal	30
Dec-8	"	" 138. Grissell & Horacrauts	30
"	"	" 168. John C. Dubois	30
"	"	" 192. Mrs. Dicks	30
"	"	" 211. Jacob A. Snyder	30
"	"	" 28. Mrs. Dicks	30
"	"	" 139. J. W. Jackson without Coal	30
"	"	" 80. John C. Dubois	30
"	"	" 200. Townsend & Poor	30
"	"	" 167. Townsend & Poor	30
"	"	" 153. Townsend & Poor	30
"	"	" 174. A. H. Hermanns	30
"	"	" 28. Mrs. Dicks	30
"	"	" 211. Jacob A. Snyder	30
"	"	" 192. Mrs. Dicks	30
"	"	" 138. Horacrauts Grissell	30
"	"	" 121. Mrs. W. Dicks	30
"	"	" 70. G. D. Dooms	30
"	"	" Mohawk Ch. M. C. Eaton	30
"	"	" No 84. Mrs. Van Wagon 36. Carr. Wheel	30
"	"	" 135. P. M. Dicks	30
"	"	" Delaware J. L. Stinkins	30
"	"	" No 106. Alex. Snyder	30
"	"	" 112. Alex. Snyder	30
"	"	" J. Jackson J. L. Stinkins	30
"	"	" No 172. S. P. Poor	30
"	"	" 115. J. L. Stinkins	30
10	"	" Mohawk Ch. M. C. Eaton Coal	30
"	"	" No 135. Ch. M. C. Eaton	30
"	"	" 120. Mrs. W. Dicks	30
"	"	" 80. John C. Dubois	30
"	"	" 187. J. W. Jackson	30
"	"	" 115. J. L. Stinkins	30
"	"	" Delaware J. L. Stinkins	30
"	"	" Grant Iron Andrew Simons to. Perrow	30
102	"	" Boat Andrew Jackson J. L. Stinkins Coal	30

1832 Account of Arrival & Departure of Boats			
Dec: 10	Boat No 44.	D. Garbrack	Coal 30
"	" 84	Mr. B. Van Wagner	" 30
"	" 112	Alfred Myday	" 30
"	" 172	W. P. Pory	" 30
"	" 70	George P. Down	" 30
"	" 106	Alfred Myday	" 30
"	" 16	Alfred Abernethy	" 30
"	" 165	Downing & Pory	" 30
"	" 174	Ch. Medlar	Coal 30
"	"	St. Louis Parker & Rogers	" 30
"	" 185	Alfred Abernethy	" 30
"	" 179	L. V. N. Miller	" 30
"	" 23	A. Myday	without loading 30
"	"	Smallville B. J. Down	" 30
"	" 185	Alfred Abernethy 7 Car Wheels	" 30
"	" 11	Alfred Abernethy	" 30
"	" 165	Downing & Pory	" 30
"	" 174	Ch. Medlar	" 30
"	"	St. Louis Parker & Rogers	" 30
"	" 179	L. V. N. Miller	" 30
"	" 44	D. P. Kelly	" 30
"	" 83	W. R. Marshall	" 30
"	" 197	W. R. Marshall	" 30
"	"	Smallville B. J. Down	Coal 30
"	" 23	A. Myday	" 30
"	" 197	W. R. Marshall	" 30
"	" 83	W. R. Marshall	" 30
"	" 44	D. P. Kelly	" 30
"	" 199	E. C. DeFury	" 30
"	" 141	Henry Crawford	" 30
"	"	J. D. Hendricks - Lewis Raymond	" 30
"	" 218	James Price	" 30
"	" 193	Cor. Devitt	" 30
As per int	" 199	E. C. DeFury 22 Car Wheels	" 30
"	" 141	Henry Crawford 4 Casks Ports	" 30
"	"	J. D. Hendricks - Lewis Raymond	" 30
"	" 218	Ch. Price	" 30







Weekly Newspaper Columns of News and Notes about the Gravity Railroad, June 2, 1885-October 28, 1892

A newspaper column of news and notes exclusively about the Gravity Railroad was published regularly, but not weekly, in the newspapers published in Carbondale in the period September 15, 1882—October 28, 1892.

For the period September 15, 1882—May 7, 1886, these columns were titled *Gravity Notes*, and they were written by three different correspondents: “Mountaineer,” “Wide Awake,” and “Wideawake.”

For the period March 3, 1887—October 28, 1892, these columns of news and notes about the Gravity Railroad had nine different titles: *Gravity Happenings*, *Along the Gravity*, *From the Gravity Planes*, *Notes from the Gravity*, *Notes from the Gravity Road*, *From the Gravity Road*, *Along the Gravity Road*, *Up on the Moosic*, *Along the Planes*. An author’s name is not given on any of these columns.

These columns of news and notes about the Gravity Railroad are all very interesting historical documents. Frequently they contain facts about the Gravity Railroad that are recorded nowhere else. Frequently, as well, they contain comments and observations of a gossipy/in-crowd nature which were understood/fully comprehended only by Gravity employees at the time. These columns are always interesting, to be sure, and we have learned a lot in reading them all.

All of these newspaper columns of news and notes exclusively about the Gravity Railroad will be published in Volumes VII, VIII, IX, and X of this series on the Delaware and Hudson Canal Company's Gravity Railroad.

In Volume VII we presented the columns for the period September 15, 1882—November 30, 1883.

In Volume VIII, we presented the columns for the period January 4, 1884—December 30, 1884.

In Volume IX, we presented the columns for the period January 2, 1885—May 29, 1885.

In Volume X, the present volume, we present the columns for the period June 2, 1885—October 28, 1892.

Here, then, are the newspaper columns of news and notes about the Gravity Railroad that were published in the *Carbondale Leader* and the *Carbondale Advance* in the period June 2, 1885—October 28, 1892.

"J. E. Ketchum now holds the time book at No. 8, and looks after the company's interest there." In many thousands of hours of research over a 15-year period, this is the only reference we have ever seen as to the payroll accounting system used by the D&H. J. E. Ketchum held the time book at No. 8. Was that his only job there? Did he perform some other function as well? Did each plane have its own timekeeper? Throughout the D&H system, there must have been a network of timekeepers who submitted regular payroll reports to the payroll department.

GRAVITY NOTES.

Charles Monk has purchased the property where he now lives. Consideration \$475.

G. H. Foster, wife and two children, Roy and Lula, visited friends in Scranton over Sunday.

Allen Williams, formerly on Charley Monk's train, is pulling chains at No. 2.

Windsor Foster, of Archbald, was the guest of his brother John on Sunday.

→ J. E. Ketchum now holds the time book at No. 8, and looks after the company's interest there.

Conductor Penwarden was a visitor in Scranton yesterday.

F. M. Osborn did some canvassing in the country last week with good success.

The prospects of a better run of coal over the gravity this month are encouraging.

Henry Lippert is making some repairs on No. 1 plane. Hank is a good natured man and can put up the track in first-class shape.

"Tuesday's *Leader* [June 2] was in great demand on account of the splendid address of Capt. A. Darte, it contained." This is the address that Captain Alfred Darte delivered on the occasion of the dedication of the G. A. R. monument in Carbondale's Memorial Park on May 30, 1885. A copy of Captain Darte's complete text is in the archives of the Carbondale Historical Society. The monument, which cost \$1,850, was made by the Monumental Bronze Company of Bridgeport, CT. The monument is composed of white bronze and is about 24 feet high. The top is surmounted with the figure of a veteran, clad in his army raiment, and holding a musket at parade rest. The figure is about six feet high. On the four lower tablets appear the names of the deceased soldiers who went to war from Carbondale.

GRAVITY NOTES.

Tuesday's *LEADER* was in great demand on account of the splendid address of Capt. A. Darte, it contained.

Miss Jennie Miller, of Carbondale, was the guest of Miss Lizzie Davies, of No. 4, on Wednesday.

Thomas Fitzsimmons, M. D., and his brother John, of Scranton, made their parents a short visit this week.

Mrs. Samuel Chubb, of No. 5, returned Tuesday from a visit with friends at Mt. Cobb, Penna. gravity.

Watson Stanton was a visitor in Carbondale on Wednesday.

Ethel, daughter of C. L. Stanton, has been quite ill with sore throat, but she is better now.

Ervin Osborn is in Canaan this week helping his father plant potatoes.

Ell Robbins and Will Evans, of the valley road took a ride over the gravity to Waymart and return Tuesday.

Billy Birmingham, of the breaker foot, says he came out a lap ahead the other day when one of our gravity men attempted to ride up the breaker plane.

The report that a man had been found murdered near Elk pond is without foundation.

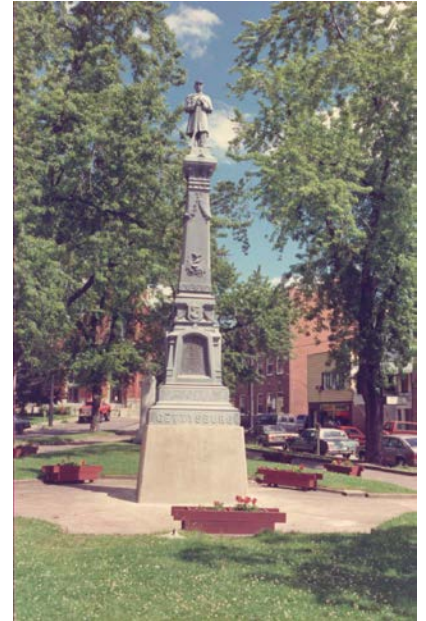
The commencement exercises of the Waymart high school will take place in the rink next Wednesday evening.

The members of the Waymart G. A. R. post are justly indignant on account of the excessive charges four young men made for their services as a drum corps on Memorial day. The Post boys say that their music was anything but soul inspiring, but when asked what their bill was said "only eleven dollars." The Post will have a drum corps of their own before another Memorial day.

John Farrell, jr., of the switchback, who with a jack-knife whittled out an engine some time ago, has now made a steamboat. It looks as though it might sail the ocean blue if it was large and strong enough.

A. D. Rolls says Waymart has talent enough to have a good band. Boys, why not make an effort in that direction.

G. A. R. Monument in Memorial Park, Carbondale



Waymart G. A. R post indignant about excessive charges for drum corps performance on Memorial Day.

GRAVITY NOTES.

Again on deck.

George Chapman is building an addition to his dwelling house at No. 6.

Mr. and Mrs. John Foster were visitors in Archbald on Sunday.

Dell Perkins, of No. 10, visited friends in Carbondale on Sunday.

Emory Rolls returned from Binghamton on Saturday last where had been on important business.

→ Hiram Hudson, Thomas Medland and Frank Hollenback have been in Canada for the past few days purchasing horses. On their return we expect to see some fine stock.

George Nicols is both conductor and brakeman on train 37 leaving Carbondale at 4:30 p. m. George is a good looking young man and understands his business.

Mr. and Mrs. James Fitzsimmons visited friends in Waymart on Sunday.

Mr. and Mrs. A. B. Baker and son, Raymond, of Scranton, were guests of Mr. and Mrs. C. L. Stanton on Sunday.

Kirt Bice has been on the sick list for several days.

Rev. R. P. Christopher will preach a sermon for workingmen next Sunday at No. 4 chapel. All are cordially invited to attend.

"Hiram Hudson, Thomas Medland and Frank Hollenback have been in Canada for the past few days purchasing horses. On their return we expect to see some fine stock. "

"George Nicols is both conductor and brakeman on train 37 leaving Carbondale at 4:30 p.m. George is a good looking young man and understands his business."

GRAVITY NOTES.

Fisherman Palmer is always lucky when he goes to Stanton's Pond.

"Henry Lippert is making some valuable improvements on No. 1 level."

→ Henry Lippert is making some valuable improvements on No. 1 level.

R. L. McMillen is said to have fallen heir to a neat sum of money.

Ervin Osborn spends his spare time weaving carpet. He is a first class workman.

"Passenger traffic over this popular route [the Gravity railroad] is daily increasing."

→ Passenger traffic over this popular route is daily increasing.

The Trojans, of Waymart, play the Hawley boys at No. 12 Penna. gravity this afternoon.

New rail is soon to be laid on the light track between No. 20 and No. 5, for which the boys are thankful.

J. J. Bryden and Frank Shannon say that they will pitch quoits with anyone along the road for \$5 a side.

"New rail is soon to be laid on the light track between No. 20 and No. 5, for which the boys are thankful."

GRAVITY NOTES.

Full time has been the order on the gravity for some weeks.

"The new wheels which were placed in engine No. 4 a few weeks ago proved a failure and were removed Saturday night."

→ The new wheels which were placed in engine No. 4 a few weeks ago, proved a failure and were removed Saturday night.

Adam Hunter, of No. 5, has been quite ill for some days, but is now gaining.

Small armies of tramps pass over the mountain nearly every day, stopping from house to house to beg food, but it is not the part of charity to feed such men. Call the family dog when you see them coming.

"Small armies to tramps pass over the mountain nearly every day, stopping from house to house to beg food, but it is not the part of charity to feed such men. Call the family dog when you see them coming."

Andy Farley has resigned his position at No. 8 and is now with Hiram Inch. Jake Wonnacott has taken his place.

The family of Mr. Bate, of No. 6, have nearly recovered from the scarlet fever.

"The little church at No. 4 was well filled Sunday afternoon. . ."

→ The little church at No. 4 was well filled Sunday afternoon. Rev. Mr. Christopher preached a splendid sermon. Geo. Foster, of No. 9, presided at the organ.

Dick Udy says that cigars will be in order on Tuesday evening, but just why, is not known to the writer, but we shall know all about it when the time comes.

Milton Shaffer was at No. 12 Penn'a Coal Co's R. R. on Saturday.

Mr. and Mrs. Charles Blott have erected a beautiful monument to the memory of their son, August, in Maplewood cemetery.

"Nearly every gravity man has laid in a car load of pea coal for the winter."

→ Nearly every gravity man has laid in a car load of pea coal for the winter.

There has been much talk of building a new wagon road across the mountain, from No. 10 to a point near Luke White's, via No. 7. This would shorten the distance between Waymart and Carbondale more than a mile and overcome the heavy grade from L. Marshall's to No. 4 pond. It now appears as if the road would not be built in the near future, but it is only a question of time. It is a public necessity and another decade will see it completed.

GRAVITY NOTES.

"The late storm was the worst in years. The snow was fully two feet deep at No. 8. The passenger train due at Carbondale at twenty minutes past four, p. m., did not reach the depot until long after midnight on Tuesday."

The late storm was the worst in years. The snow was fully two feet deep at No. 8. The passenger train due at Carbondale at twenty minutes past four, p. m., did not reach the depot until long after midnight on Tuesday.

P. J. Foster is doing jury duty at Scranton this week.

Mr. Bate and family, of No. 6, spent Thanksgiving day with friends in Carbondale.

Old Peter Ward is still in the land. It is about time he was taken care of.

Hugh Fittsimmons has sold his house at the foot of No. 8, to Richard Udy.

Emory Rolls is working for Hiram Inch.

It is reported that W. A. Thorp will remove from the McMillan farm at No. 19 to Mrs. Foster's house in Waymart.

Frank Wolcott talks of selling his Messenger mare to a party on Long Island.

C. L. Stanton has built a model hen house.

Miss Annie Udy is living in the family of Mr. Hoyt at No. 14.

The people along the line are doing their butchering now days. Alexander Ball and John Haley are the boss butchers.

Ice was formed on No. 7 pond last week.

How is it, are we going to have any oyster suppers or donation parties on the mountain this season?

Why don't the people of No. 9, and also of No. 4, organize a Ladies' Aid Society and a debating society? They are just what is needed. Talk the matter over friends, and see what can be done.

Thanks, Wideawake, for your kind words. I shall try to furnish a few notes from the Gravity once a week.

MOUNTAINEER.

Life in the nineteenth century:

"C. L. Stanton has built a model hen house."

"The people along the line [of the Gravity] are doing their butchering now days. Alexander Ball and John Haley are the boss butchers."

"How is it, are we going to have any oyster suppers or donation parties on the mountain this season?"

"No. 4 pond is now a vast skating rink. R. E. Weed is said to be the champion skater."

GRAVITY NOTES.

No. 4 pond is now a vast skating rink. R. E. Weed is said to be the champion skater.

Fred Kepler has shot twenty-eight pheasants this season.

A number of our people attended the "Midnight Marriage" Wednesday evening.

John Bergen has re-sided, painted and added a porch to his house. He now has as neat looking a cottage as can be found along the line.

Irving Osborne has removed from the Loftus house at No. 4, to a house on the Tannery road.

A number of children around No. 4 and No. 6 are afflicted with chicken pox.

Patrick Mannion, for many years a headman at No. 10, died at his home in Waymart on Monday morning last, of that dreadful disease, cancer in the stomach. The funeral was largely attended Wednesday afternoon. Interment in the Catholic cemetery at Carbondale. A wife and six young children remain to mourn his untimely death.

P. J. Foster is still doing jury duty at the county seat. Vet. Bailey is handling the starting bar at No. 2.

Adam Hunter was in Scranton Wednesday.

500 loaded trips were sent up the mountain on Monday.

Dick Muir is the smallest headman on the road; he looks too funny for anything starting across the head of No. 4 with a big blocking stick in each hand.

John C. Davies' fox hound has absconded; the foxes will please make a note of this.

John Foster's Indian pony, "Dick," is a cunning little creature; he knows, or seems to know, the different signals of the gravity whistles as well as anybody.

The dense forest which extends from No. 5 nearly to Uniondale, is a favorite haunt for the sneaking wild cat. Why don't some of our local Nimrods try their skill on them, and not waste so much time and ammunition on harmless and unoffending shingles and bits of paper.

George Marshall is lying very ill at the house of his father on No. 4 hill.

MOUNTAINEER.

"Fred Kepler has shot about twenty-eight pheasants this season."



Chinese Ringneck pheasants were introduced in North America in 1881. These 28 birds that were shot by Kepler were probably birds that were raised in the wild here by birds that got away from a local owner or were consciously released by someone into the wild. In any event, it is interesting to know that within four years of their having been introduced into America that there were wild Chinese Ringnecks in the Carbondale area.

Patrick Mannion, headman at No. 10, died of cancer in the stomach last Monday.

"500 loaded trips [of coal cars] were sent up the mountain on Monday."

"The dense forest which extends from No. 5 nearly to Uniondale, is a favorite haunt for the sneaking wild cat. . ."

GRAVITY NOTES.

Chas. L. Stanton was in Scranton yesterday.

J. C. Carey was in Honesdale on Tuesday. Master Frankie Wolcott, of Carbondale, is spending a few days with his grandparents at No. 7.

Windsor Foster, of No. 25, spent Sunday with his brother, John Foster.

Some of the boys reported frost-bitten ears early in the week. On Tuesday morning the thermometer marked three degrees below zero, but during the next twenty-four hours the temperature arose 45 degrees.

The sleighing was good on the Mountain for a number of days but the rain and South winds spoiled it in short order.

"Baggage car, No. 11, has come out in a new coat of paint. It looks very neat."

→ Baggage car, No. 11, has come out in a new coat of paint. It looks very neat.

"The gravity men from Carbondale to Honesdale were paid Wednesday."

← The gravity men from Carbondale to Honesdale were paid Wednesday.

"Business is brisk at the No. 7 stone quarry nowadays. . ."

→ Business is brisk at the No. 7 stone quarry nowadays; but it was rather cool up there the fore part of the week.

We are all glad to know that Peter Ward has been placed in an asylum.

There is some talk of having a Christmas tree at No. 4 chapel just for the special benefit of the members of the Sunday-school. I have not learned the details as yet.

F. M. Osborne, agent for the United States Medicine Co., is selling a large amount of cough medicine to the boys, as nearly every one of them has got a hard cold.

Racket Brook breaker is on three-quarter time.

"Racket Brook breaker is on three-quarter time."

Allen Stanton, footman at No. 7, can out talk any thing of his size in Fell township.

Henry Inch thinks that No. 6 engine can't run very fast. MOUNTAINEER.

GRAVITY NOTES.

Now ask Sam Thorp what time it is.

A number of our people talk of attending Mrs. Lockwood's lecture to-night; some of the married men need not go so far as that to hear a female lecture.

George Marshall is over in Wayne county, farming for S. C. Stanton.

Peter Stark, of Susquehanna county, is spending a few days with his grandparents, Mr. and Mrs. Udy at No. 8.

Mrs. Chubb of No. 5 is entertaining her sister, Miss Wagner, of Scranton.

Miss Edith McNulty, of Carbondale has been the guest of her aunt, Mrs. Colbath of No. 4.

"Dell Hollis has accepted a position in the stone quarry."

→ Dell Hollis has ~~accepted~~ a position in the stone quarry.

The work at the No. 7 stone quarry was suspended for the winter; but the quarrymen will continue work at No. 2."

→ The work at the No. 7. stone quarry was suspended on Tuesday for the winter; but the quarrymen will continue work at No. 2.

John Correll is casting a longing eye towards the beautiful orange groves of the Florida Keys.

Shaffer and Carey think of renting a bicycle to ride home on nights, but don't do it boys the old Waymart turnpike is too steep. You can't run the thing, but just wait till the new road is built and you will be all right.

Beware of quacks!

→ Dry good peddlers, patent medicine venders, and sometimes quack doctors are sure to swarm along the line just after pay day. Have nothing to do with the latter class, you had better call in physician Vagers if you are sick, and thereby save an undertaker's bill perhaps.

Fred Kepler had a great chase after a pair of coons Monday but the fog was so thick he could not find ~~them~~. It is presumed that they climbed up into the fog and hid.

Don't sign anything whatever when it is presented by an utter stranger.

→ There was no Sunday school or preaching at No. 4. Sunday owing to the storm. The tree will be erected Christmas Eve.

→ "Don't sign any remonstrance against heavy taxes when presented by a stranger, or you may find your signature on the business end of a promissory note."

The above timely warning is from the *Wayne Independent* and should be heeded by every one. It is a safe rule to sign nothing whatever, presented by an utter stranger.

MOUNTAINEER.

GRAVITY NOTES.

A merry Christmas to all.

"Rev. S. Homan, of Waymart, preaches at the No. 9 school house every Tuesday evening."

→ Rev. S. Homan, of Waymart, preaches at the No. 9 school house every Tuesday evening.

Rev. R. P. Christopher called on friends at No. 4 Monday.

Justus Carey returned from Nanticoke Monday.

A number of weddings are expected to take place along the gravity to-day. Further notice next week.

John Fitzsimmons, of the Scranton *Sunday News*, is spending Christmas with his parents at No. 7.

There is one man on the line who can unhook a trap with his hands and knock down the trap doors with his feet at the same time.

Building Farview Park:
"Workmen are engaged at Farview clearing away the under brush, grading the wagon road, etc. This will, without doubt, be a very popular resort next season."

→ Workmen are engaged at Farview clearing away the under brush, grading the wagon road, etc. This will, without doubt, be a very popular resort next season.

John Bergan is on the sick list.

The new breaker of the Northwest Coal Co. was destroyed by fire Tuesday evening. The fire alarm caused quite a sensation along the gravity as many thought at first that one of the engine houses was on fire.

← The new Northwest Coal Co. breaker burned on Tuesday evening.

Col. Sanford gave his great lecture, "The Past, Present and Future of our Country," in the Waymart rink Wednesday evening.

A gravity boy, T. L. Medland, of No. 8, has been appointed Postmaster of Waymart.

"The boys have sport playing polo on No. 7 pond. . ."

→ The boys have sport playing polo on No. 7 pond. But Richard says they make racket enough to jar the glass out of his bay window.

That debating society at No. 4 will be talked over after the Christmas excitement is over, and we are of the opinion that it will be a success.

The thanks of the school are due Mr. Udy for selecting such a fine line of confectionery. It was furnished by J. H. Wilson, of Carbondale.

MOUNTAINEER.

GRAVITY NOTES.

Mr. Allen and bride have commenced house-keeping on Belmont-st.

David Rolls and Charley Vogal were both on the sick list Wednesday.

Charles Schoonover, of Pittston, is visiting at George Chapman's, No. 6.

Miss Ida White has been visiting friends in New York.

Mrs. Charley Colbath has been visiting her mother, Mrs. Dimock, at Green Ridge.

Charles Monroe, of Preston, Wayne co., was a recent visitor on the gravity.

Peter Stark expects to obtain employment with the Northwest Coal Co. in the spring.

"The D. & H. have erected a large ice house at Farview. The ice will be gathered from No. 7 pond."

→ The D. & H. have erected a large ice house at Farview. The ice will be gathered from No. 7 pond.

Israel Leonard and family, of Carbondale, spent Sunday at Lewis Hubbard's.

Richard Everson, the jewelryman, is a frequent and welcome caller along the line. He is an honest dealer and, needless to say, a staunch Republican.

Samuel Chubb and Will Reardon are each rejoicing over a son and heir.

Allen Youngs, of No. 11, Penna. Coal Co. R.R., was the guest of his uncle, John Foster, of Canaan-st., on Sunday. He called on friends at No. 9 on Monday.

John Love had one of his ankles crushed in an accident at Racket Brook breaker. It is thought that amputation will not be necessary.

→ John, the fourteen year old son of William Love, met with a sad accident at Racket Brook breaker, Tuesday morning. He was going in to his work and in some way got in the way of a trip of light cars that were being switched from the breaker on to the main road. The man in charge of the trip saw the lad's peril and did all in his power to avert the accident, but without avail. The cars knocked the boy down, and one of his ankles was badly crushed. He was removed to his home, and medical aid was summoned. It is thought that amputation will not be necessary.

MOUNTAINEER.

GRAVITY NOTES.

Miss Haley, of Prompton, is visiting her sister, Mrs. Geo. Chapman, at No. 6.

Levi Bennett is agent for the Detroit Free Press knife.

Justus Carey has sold his farm at No. 9 to William Carey, of Canaan, and has bought the Durfee farm.

Mr. Fogle, of No. 10, has rented Jacob Henry's place at No. 4. Amos Hurd will occupy part of Mrs. Marshall's cottage. The Messrs Rivenburg, of Wayne, county, have rented the Wolcott farm at No. 7. Mr. Wolcott, will occupy his house near the chapel and Charley Colbath will move from the latter place to John B. Correll's house. Mr. Correll will go to Carbondale. John Haley will take possession of the old boarding house near the church, which he lately bought of the D. & H. I have not learned where Mr. Bennett will live.

→ Lost Creek is the name of a new place just springing up near old No. 5. It is a great place for fast horses—that is, they get fast in the mud.

Henry Inch is the inventor of a new kind of hair renewer. He has not taken out a patent yet, but is experimenting on the bald pates of some of the gravity men and grand results are looked for.

It is said that this has been the best maple sugar season in many years.

Charley Stiles has been promoted from the foot of No. 2 to a position on the light track.

→ The recent warm weather seemed to thaw out the tramps as lots of them are on the move.

Rev. Mr. Christopher preached an able sermon from Galatians, VI, 8-9, last Sunday. After the sermon four little children were baptized.

Next Sunday the Sunday-school will be reorganized.

Jack Henry and his son started for Warren county, yesterday. They intend to permanently locate there.

MOUNTAINEER.

"Lost Creek is the name of a new place just springing up near old No. 5. It is a great place for fast horses—that is, they get fast in the mud." "Old No. 5," from the perspective of 1886 would mean No. 5 in the 1849 configuration, which would be between the eastern shore of No. 4 Pond and the top of the mountain in the vicinity of present-day Gibney's Restaurant.

"It is said that this has been the best maple sugar season in many years."

"The recent warm weather seemed to thaw out the tramps as lots of them are on the move." It would be interesting to do a study on the homeless in nineteenth-century America.

GRAVITY NOTES.

Moving is not finished yet. Mr. Fogle, of No. 10, will move into the Williams house, not the Henry house, as stated in my last. Levi Bennett has moved into the house with his son-in-law, F. M. Osborne. Samuel Collins, watchman at Racket Brook, has moved into Adam Hunter's house.

Charles Stiles is again working at the foot of No. 2.

Charles Stiles returned to his former position at the foot of No. 2 yesterday morning.

Woodbury Coyle has been helping Frank Wolcott to settle in his new home the past week.

A number of Gravity men attended the quarterly conference of the M. E. church at Forest City, Thursday evening.

William Phillips and George Chapman are all smiles. It is a girl in each case.

Justus Carey expects to erect a new house on the Durfee place this season.

The township road from No. 4 to the Wolcott farm is reported in a dangerous condition. The supervisors of the proper townships will do well to look after it.

Rev. Mr. Thomas, of Hales Eddy, preached an able sermon at No. 4 Sunday, from Galatians 6-14.

The election of Sunday school officers for the ensuing year has been postponed until the third Sunday of April.

James Swan, father of Robert Swan of No. 9, died at his home in South Canaan. Thursday last. The funeral was held on Sunday.

Gravity employees involved in their community: "A number of Gravity men attended the quarterly conference of the M. E. church at Forest city, Thursday evening."

GRAVITY NOTES.

Distinct communities all along the route of the Gravity Railroad: there was a school at No. 9.

→ Miss Maud Gaylord, of Waymart, is teaching school at No. 9.

John Foster spent Sunday with friends in Archbald and Scranton.

Wm. Osborne visited South Canaan Sunday.

Snakes. "Richard Udy had a deadly conflict with snakes on plane 6 Saturday afternoon, but the 'gritty little knight of the oil can' came off with flying colors after leaving six of the reptiles upon the field of battle."

→ Richard Udy had a deadly conflict with snakes on plane 6 Saturday afternoon, but the "gritty little knight of the oil can" came off with flying colors after leaving six of the reptiles upon the field of battle.

Mrs. Osborne, of South Canaan, is visiting her son, F. M. Osborne.

O. W. Chapman, of No. 16, spent Sunday with his son George, at No. 6.

The stone quarry at No. 7 is again in operation.

"The stone quarry at No. 7 is again in operation."

W. S. Gardner, agent for the "Practical Home Physician," has sold a large number of books along the line. It is a valuable work.

Mr. Foyle, who has been working with Hiram Inch for some years, has accepted a situation with Wm Hunter.

Chapel at No. 4

→ No. 4 chapel was crowded Sunday evening to hear Rev. Jacob Harris. He spoke from Romans 1:16, and held the close attention of his hearers for an hour and a half.

GRAVITY NOTES.

Mrs. Neat Stiles entertained lady friends from Forest City early in the week.

Justus Carey moved upon the Durfee farm Monday.

Frank Faulkner now oils through to the head of No. 8 and Richard Udy is working in the section gang.

Edward Fitzsimmons has been repairing his road this week.

Lewis Marshall is repairing his house.

Luke White is erecting a store building near his hotel.

John and George Foster were called to Scranton Monday afternoon to attend the funeral of their uncle, Thomas Sayers.

→ Passenger train No. 37, which was withdrawn last fall, was replaced Monday afternoon. It leaves Carbondale at 4.30 p. m.

Geo. W. Lee and Chief McGarry, Supervisors of Carbondale and Fell townships, were looking after the roads recently. They seem to be the right men in the right place.

Thomas Bate visited Bethany Tuesday.

Rev. John L. Thomas, the new M. E. preacher in Forest City and No. 4 charge, occupied the pulpit at the latter place Sunday afternoon. The election of Sunday school officers resulted as follows: superintendent, Charles L. Stanton, assistant superintendent, John Haley, secretary, F. M. Osborne.

No. 4. pond is full of suckers. Hundreds are caught nightly

Jacob Henry is with his family at No. 4, but expects to return to Warren county in a few days.

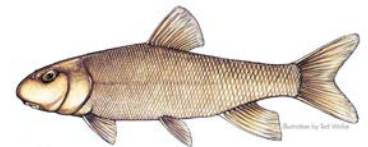
→ Some half a dozen drunken rowdies had a free fight in the street near No. 4 about 3 A. M. yesterday morning. The ground was all trampled up, and fragments of shirts were left upon the field.

"Passenger train No. 37, which was withdrawn last fall, was replaced Monday afternoon. It leaves Carbondale at 4.30 p.m."

Drunken rowdies. Street fight near No. 4 about 2 A.M.

"No. 4 pond is full of suckers. Hundreds are caught nightly."

The White Sucker (*Catostomus commersonii*) is found across Pennsylvania.



Suckers are a spring thing. As water temperatures rise into the 50s, the fish begin their spawning runs into shallow tributary streams. In lakes, they spawn along the edges or on shallow shoals, over gravel. Spawning runs take place at night, with the actual spawning done after dark. Both white and redhorse suckers will measure up to 24 inches and weigh from 1 to 4 pounds. The fish spawn from early May to early June, which has given the White Sucker one of its nicknames, "June Sucker."

GRAVITY NOTES.

Frank Faulkner was at Clifford, Sunday.

Rufus Griswold, of North Clinton, was the guest of Levi Bennett, Sunday.

Lewis Hubbard and "Ike" Leonard fished in Stanton's Pond, Saturday. They report bad luck.

Justus Carey is doing jury duty at Honesdale this week.

John Foster and Rob't Holland visited No. 9 last Sunday.

Charles Miller is erecting a fine barn.

William Correll, fell down a pair of stairs in Racket Brook breaker last Friday afternoon, but beyond a few slight bruises about the face was unhurt.

Joseph Cobb, of the old Pa. gravity, talks of locating at No. 4.

James Miner and Wm. Douglass have been appointed watchmen at Farview.

Wm. McMullen has put planes 12 and 18 in first class order, and is now putting new ties and new rails on planes 5 and 6.

Rev. J. L. Thomas preached a fine sermon to the people of No. 4, Sunday afternoon. C. L. Stanton and John Haley were elected class leaders, and a class meeting will be held at the chapel each Sunday evening, hereafter.

John Correll was in attendance at the funeral of his aunt, Mrs. Geo. Correll, of No. 12 Pa. R. R., on Tuesday.

The Pennsylvania Coal Company's Gravity Railroad closed in 1885. "Joseph Cobb, of the old Pa. gravity, talks of locating at No 4."

"James Miner and William Douglass have been appointed watchmen at Farview."

"Wm. McMullen has put planes 12 and 18 in first class order, and is now putting new ties on planes 5 and 6."

ALONG THE GRAVITY.

An Interesting Budget of News from the Mountain Line.

[Charles Colbath at No. 6 is the regularly authorized agent for THE LEADER on the line of the gravity road. All subscribers there will be expected to make their monthly payments to him and they will be furnished with a receipt. He will be pleased to serve any who may desire the paper regularly at 30 cents per month.]

"We understand that the coal-dumpers at Honesdale will not work after 6 o'clock p. m., so that when the road works as late as it did Monday—9 p. m.—the coal cars are blocked back on the ten mile level. Tuesday morning Conductor Hubbard's train was delayed some two hours by this cause."

→ We understand that the coal-dumpers at Honesdale will not work after 6 o'clock p. m., so that when the road works as late as it did Monday—9 p. m.—the coal cars are blocked back on the ten mile level. Tuesday morning Conductor Hubbard's train was delayed some two hours by this cause.

One of the gravity headmen lost a tobacco box containing three dollars in money. If any reader of this paper finds it, let him make known the fact to Richard Udy, who will see that it is returned to the proper owner.

The indications are that March will be a busy month with us, as we are getting about 475 trips per day so far.

Henry Lippert is on the sick list.

Mr. and Mrs. Frank Tappan are the proud parents of a fine boy.

Master Fred. Bayley, of Canaan street, is clerking in W. G. Bowers' store on Main street. He says he likes it much better than going to school.

"Wallace Case is building a new head house at No. 6 upon the same plan as those at Nos. 4 and 7. They are provided with two rooms, one for tools, lamps, oil &c."

→ Wallace Case is building a new head house at No. 6 upon the same plan as those at Nos. 4 and 7. They are provided with two rooms, one for tools, lamps, oil &c.

Wm. Taylor, is down for jury duty for the March term of Court in Wayne county.

David Mann and family are occupying the fireman's house at No. 1.

Elias Wedeman, fireman at No. 2 went into the gravity shop, Tuesday. Either David Mann or John Haley will take his place.

Charles Keen is working with Case's force of carpenters.

"The indications are that March will be a busy month with us, as we are getting about 475 trips per day so far."

ALONG THE GRAVITY.

Items of Interest to All the Boys on the Planes.

"This is Richard Udy's last day on the railroad, he will remove his household goods to Bethany on Thursday. Mr. Udy has been a faithful employee of the D. & H. since 1871. He and his estimable family will be much missed here."

→ This is Richard Udy's last day on the railroad, he will remove his household goods to Bethany on Thursday. Mr. Udy has been a faithful employee of the D. & H. since 1871. He and his estimable family will be much missed here.

William Marshall, of No. 4 will be "knight of the oil-can," now.

→ Frank Reardon was shifted from the foot of No. 7 to the head of No. 4, yesterday, and George Cobb, was placed in the foot of No. 7.

"Frank Reardon was shifted from the foot of No.7 to the head of No. 4, yesterday, and George Cobb was placed in the foot of No. 7."

"Frank Lamoreau, watchman at No. 5, has resigned, and is now filling a like situation at the Northwest Co's breaker."

→ Charles O'Neil is working in the mines. Frank Lamoreau, watchman at No. 5, has resigned, and is now filling a like situation at the Northwest Co's breaker.

Mrs. Charles Platt, who has been quite ill for the past few days, is now better.

S. N. Bayley spent Sunday with his mother, at Elk Lake.

Mr. and Mrs. Frank Ball, visited friends at No. 9, Sunday.

"The section gangs are engaged on a water ditch near Olyphant."

→ The section gangs are engaged on a water ditch near Olyphant.

Case's carpenters are at Farview, dressing up lumber for the new tower at High Knob.

Jos. Alexander has the contract to paint the new row of houses erected near the Northwest coal breaker.

"Case's carpenters are at Farview, dressing up lumber for the new tower at High Knob."

FROM THE GRAVITY PLANES.

Tramps by the Herd—The Penalty for Being a Newspaper Correspondent.

[Charles Colbath at No. 6 is the regularly authorized representative for this paper along the line of the gravity road, and payments must be made to him *monthly*. Those of our subscribers along that route who do not get their papers hereafter will understand that their payments are in arrears and their names have been dropped from the list—ED. LEADER.]

A band of tramps, five in number, passed up the loaded track Thursday. Three of them were not more than fifteen years of age. They made several attempts to board the cars, but did not succeed very well. George Cobb, who by the way is the smallest hand on the road, says he burst the buttons off his shirt trying to dislodge them at his place.

Since becoming a newspaper writer our opinion is asked concerning a thousand different subjects. For instance, we have to give an opinion on the merits of Thomas Paine; tell how many terms each president has had; locate some obscure island of the sea; settle some dispute in regard to geology; say which is best, to follow suit or trump—in a game of "Old Sledge," etc.

The late storm delayed Richard Udy's departure until yesterday morning, when he left amidst the best wishes of all the boys. He promised to write us in the near future, so we can report his progress in THE LEADER.

John Phillips, who has been on the sick list for a few days past, was on deck again yesterday.

A good many ties are being distributed along the line.

Tommie Medland is picking slate in Racket Brook breaker now.

Fred Kepler visited Scranton yesterday.

Jacob Wonnacott is on the sick list this week.

Justus Carey and R. E. Weed were in Scranton Thursday evening.

Don't ask any of the light track men who fell into the coal-hole at No. 1 on Thursday night.

Frank Lamoreaux is back at No. 5 again. He says it was too lonesome watching at the Northwest.

Thomas Marshall lost a valuable cow one day this week.

A unknown dog has taken up her abode at the head of No. 7 and is called by the boys the "Spirit of the Storm."

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"Frank Lamoreaux is back at No. 5 again. He says it is too lonesome watching at the Northwest."

ALONG THE GRAVITY.

Notes of Interest Chronicled by a Regular Correspondent.

Life is Good. Upward mobility.

Edward Fitzsimmons, a Gravity employee for a number of years, has resigned and will go away to attend school.

Edward Fitzsimmons, who as a boy and man, has been a faithful employe for a number of years, has resigned and will shortly go away to attend school. It has been our good fortune to be located at the same station with Mr. Fitzsimmons for a number of years, and a more genial co-worker we never met. We shall always regard him as one of our most valued friends.

Wm. Taylor, in alighting from a train on the summit on his way home Saturday evening, had the misfortune to sprain one of his knees, from the effects of which he is still suffering.

Work was resumed at the No. 7 stone quarry yesterday morning.

"Work was resumed at the No. 7 stone quarry yesterday morning."

The five-dollar bill that was lost last winter by George Chapman between No. 6 plane and the Wolcott farm has been found.

A little son of Fred Kepler, found a five-dollar bill between No. 6 plane and the Wolcott farm. It is supposed to be the one lost by George Chapman, one night last winter, mention of which was made in these notes at the time.

This is pay day between Olyphant and Honesdale.

"This is pay day between Olyphant and Honesdale."

"A battery of old boilers at No. 19 has been replaced by new ones."

Alderman Williams, is farming quite extensively on "Belmont Farm" near No. 5.

A battery of old boilers at No. 19 has been replaced by new ones.

Nathan Stiles has moved from the Loftus house at No. 4 to a point near the Northwest coal works.

Amos Hurd has moved from Luke White's house near the hotel to Thomas Quigley's.

A large force of workmen are engaged improving Farview.

"A large force of workmen are engaged improving Farview."

James Swan, who is working with Case's carpenters has moved into the Kepler house, at No. 9.

NOTES FROM THE GRAVITY.

A Hungarian's Narrow Escape and a Western Cowboy's Similar Experience.

The stone quarry men have got to learn to follow procedures or some of them may get hurt.

→ We don't like to find fault, but really the stone quarry men ought to be more careful in alighting from the cars, when on their way to work mornings, or some of them may get hurt. Just let them wait until the cars stop at the foot and then they can get off safely, and at the same time, be just as near their work. And another thing let them keep off the front truck of the trip. One of the headmen had to stop a trip at the head block, yesterday morning, for a Hungarian to get out of his way, and it was lucky for the Hun. that the cars did stop, for the bottom of his pantaloons were caught fast on a truck bolt, and he partly fell as it was.

Even a western cowboy with a navy revolver buckled to his hip can get hurt if he tries to jump on a moving car on the Gravity railroad.

→ Some scamp, said to be a western cowboy with a navy revolver buckled to his hip, undertook to steal a ride up one of the planes Tuesday. He managed to tumble upon the trip while it was under a full head of steam, narrowly escaping with whole limbs. He was quickly put off by the footman, and that, too, without showing fight.

Capt. S. E. Bryant, called upon the boys along the line yesterday morning. We are always glad to see him whether we need hot drops or not, for he is always ready to give us a talk upon some interesting subject.

James Monk, of No. 2, has resigned and will, we understand, accept a situation on the D. L. & W. R. R.

William Correll has changed over from Racket Brook breaker to the D. & H. pockets.

"John Bateman is now on duty at No. 2, and George Race at No. 6."

→ John Bateman is now on duty at No. 2, and George Race at No. 6.

Luke White has broken ground for two new houses at No. 4, and Neat Styles has bought a building lot at the same place of W. Williams upon which he will erect a double house.

Mr. and Mrs. Sylvester Jones, attended the funeral of the late Miss Jennie Buckland at Clinton yesterday.

William Cole, a former gravity man, but for some years past a prosperous farmer in Wayne county, is working for Edward Inch,

"William Correll has changed over from Racket Brook breaker to the D. & H. pockets."

Notes From the Gravity Road.

Messrs. John and George Foster were called to Dunmore yesterday to attend the funeral of their nephew, the late Alva Youngs.

The many friends of John C. Davies will be pleased to learn that he has fully recovered from his recent illness. He resumed work yesterday.

A gravity sling is heavy.
"Charles Vogle met with a painful accident Tuesday, dropping a sling upon his foot and breaking one of the small bones."

Charles Vogle met with a painful accident Tuesday, dropping a sling upon his foot and breaking one of the small bones.

Casper Widner is suffering with a sprained ankle.

Willie Bate and Charley Plath have joined the forces at Racket Brook breaker.

Willie Bate and Charley Plath now work at Racket Brook breaker.

Samuel Chubb is on the sick list.

Henry Pruner is farming for Henry Rivenburg.

F. M. Osborne, who has been seriously ill for the past two weeks, is slowly improving.

Notwithstanding the heavy thunder storm Sunday evening, the people of No. 4 had a very interesting meeting in the chapel, conducted by Mr. Butler.

Neighbors helping neighbors. "The men at No. 4 are clubbing together to secure their hay crop, making old-fashioned bees."

Wallace Case is re-building the head at No. 7.

"Wallace Case is re-building the head at No. 7"

The men at No. 4 are clubbing together to secure their hay crop, making old-fashioned bees.

Notes From the Gravity.

Hat stolen at No. 4 → A thief entered a house at No. 4. a few days since, and stole the gentleman's Sunday hat, and made good his escape. Who he was is not known.

Levi Bennett, of Waymart, is very much interested in western North Carolina, and talks strongly of taking a trip to that section this fall.

"Lippert and Inch, with their gang, are building roads at Farview." → Lippert and Inch, with their gang, are building roads at Farview.

Mrs. Henderson, of Bethany, Wayne county, is visiting at Thomas Bate's, No. 7.

Casper Widner has resigned his situation at No. 3 and gone back into the mines. → "Casper Widner has resigned his situation at No.3 and gone back into the mines."

John Mulligan, Jr., will commence house-keeping in the Dugan house, near Mitchell's factory.

"George Pendwarden is breaking on the Honesdale passenger train." → George Pendwarden is breaking on the Honesdale passenger train.

Ed. Hubbard is conducting the Farview excursion trains now-a-days. Henry Herberts is taking care of the passenger train in the meantime. → "Ed Hubbard is conducting the Farview excursion train now-a-days. Henry Herberts is taking care of the passenger train in the meantime."

George Race is filling George Blanchard's place on the Carbondale train. → George Race is filling George Blanchard's place on the Carbondale passenger train.

F. M. Osborne has been spending the week over in South Canaan.

James White has resigned his situation at Racket Brook breaker. We understand that he intends to locate in New York city. → James White no longer works at Racket Brook breaker.

John McCabe's house at No. 4 is occupied by Hungarians.

Thomas Quigley had the misfortune to lose his horse one day this week. The animal broke a leg and had to be shot.

Notes From the Gravity Road.

John C. Davies, Republican delegate for No. 4 district, is attending the county convention at Scranton this afternoon.

Richard Henderson, of Bethany, who has been visiting friends at Nos. 6 and 7 this week, returns home to-day. His grandmother, who has been spending some weeks at the residence of Thomas Bate, will return with him.

James Monk now works at the head of Plane No. 28.

→ We understand that James Monk has secured a situation at the head of No. 28.

Ralph Haley, jr., has joined the stone quarry troupe,

← "Ralph Haley, jr., has joined the stone quarry troupe."

William Reardon, who has been keeping house at the residence of his father-in-law, Adam Hunter, No. 5, has moved to Carbondale.

Thomas Horner has changed his residence from the Foster farm at No. 4 pond, to Carbondale.

Fred Kepler is suffering with neuralgia of the face.

Lucian Stanton is looking after the pulleys during the absence of Levi Bennett.

The boys like THE EVENING LEADER very much, and say it is a great improvement on the tri-weekly.

NOTES FROM THE GRAVITY ROAD.

Our Correspondent Again on Deck—All the Latest News.

The careful readers of *THE LEADER*, have lost all track of the gravity men by this time, but we will try again to look up some of them. To commence with—S. M. Bayley and John Bateman are at Wechawken, N. Y., on business.

Henry Vail has been confined to his house by illness for the past week.

John Bate and family visited Jermyn yesterday.

Samuel Collins, has, we understand, received the appointment of fireman, at No. 5 in place of Samuel Chubb, promoted to engineer. Mr. Collins has been the watchman at Racket Brook breaker for some time past. He is succeeded by Andrew Farley.

The Waymart carpenters, under foreman Case, are building a new boiler house at No. 28.

Lewis Marshall, an aged and much respected citizen of No. 4, is in a critical condition, his disease being Bright's Disease of the kidneys.

James Swan is working on the head of No. 8.

Wesley Arnold and family, lately of Scott, Wayne county, are boarding at John Haley's, No. 4. Mr. Arnold is employed in the stone quarry.

Allen Stanton has bought a first-class cornet, upon which he is learning to play. He fills the foot shanty so full of music that George has to sit out doors to eat his dinner.

John Phillips and Dick Fenton, two Racket Brook pupils, are at home on a vacation.

Mr. and Mrs. Samuel Thorp are the proud and happy parents of a fine boy.

The M. E. people at No. 4 hold meetings at the chapel twice a week—Sunday and Thursday evenings, the latter being a class meeting. Those on Sunday evenings are generally held by Mr. Butler, of Carbondale.

September Coal Tonnage at Honesdale.

The number of tons of coal shipped from Honesdale, for the month of September, was as follows: Via canal, 128,520 tons; by rail 84,845. Shipments via canal for season, 566,149 tons; by rail 777,442 tons. Total for season 1,443,591 tons. Coal on hand at Honesdale, 133,454 tons. Number of boats cleared for month 945. Coal mined and shipped by the D. & H. C. Co. for September, were for month, 278,349 tons, season, 2,813,491 tons.

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"James Swan is working on the head of No. 8"

Allen Stanton and his new cornet

Very interesting statistics. This paragraph of data, in an enlarged format, is given on the following page.

"The Waymart carpenters, under foreman Case, are building a new boiler house at No. 28."

Wesley Arnold now works at the stone quarry.

1887

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Observations:

- more coal shipped by canal (128,520 tons) than by rail (84,845 tons) for the month of September 1887
- more coal shipped by rail (772,442 tons) than by canal (566,149 tons) for the 1887 season
- coal on hand at Honesdale: 133,454 tons
- 945 boats sent through the canal in September 1887
- 278,349 tons of coal mined and shipped, September 1887
- 2,813,491 tons of coal mined and shipped for 1887 season

FROM THE GRAVITY ROAD.

**Two Accidents, One of Which Was Fatal.
Other Notes.**

James Douglas, 15, fell from the cars at the foot of No. 18, and sustained injuries, from which he died.

A sad accident occurred at the foot of No. 18, Waymart, early Thursday morning, which resulted yesterday in the death of James Douglas, a boy fifteen years of age, son of James Douglas of the above named place. James was water boy for Section Foreman Amey's gang, and was on his way up the mountain to commence his day's work when from some cause he slipped and fell from the cars, receiving internal injuries, from which he died as above stated. The funeral will take place in Carbondale tomorrow.

William Larison of Waymart was a runner on the ten mile level for many years. Recently he was changed to the head of Plane No. 12 and met with a painful accident there.

William Larison, of Waymart, has been a runner on the ten mile level between Waymart and Honesdale for many years. Last Monday he was changed to the head of plane 12. Yesterday he met with a painful accident, one of his thumbs being caught between the bumpers and crushed in a frightful manner.

James E. Ketcham, foreman at No. 8, has resigned and has also sold his farm, located near No. 9, to Geo. H. Foster. We understand he will move to Carbondale.

James E. Ketcham, foreman at No 8 has resigned. Lawrence Rourke is the new foreman at No. 8.

David Rolls is now foreman of a train on the light track. F. M. Osborne is now firing a locomotive on the Carbondale branch.

Lawrence Rourke has received the appointment of foreman at No. 8.

F. M. Osborne, who has been foreman of a train on the light track for many years, is now firing a locomotive on the Carbondale branch. His place is filled by David Rolls, who has this week moved his family from No. 11, near Waymart, to Carbondale. David has been a faithful, careful hand on the gravity for many years and we are glad to see him promoted.

Robert Swan has been changed from Carey's train to Shaffer's, and Charley Stanton is running with Carey. Allen Williams has been changed from the head of No. 2 to the head end of Rolls' train.

New work assignments for Robert Swan, Charley Stanton, and Allen Williams

"A Mr. Miller, from Prompton, is the new night watchman at No. 3."

H. W. Powderly, who has been seriously ill, is, we are glad to state, now much better.

A. Lovell moved from Hollenback's boarding house, No. 6, to another boarding house near No. 8 bridge, on the Carbondale branch yesterday.

Levi Bennett, of Waymart, started for Michigan the fore part of the week.

Thomas Marshall is looking after the ropes during the illness of Mr. Powderly.

A Mr. Miller, from Prompton, is the new night watchman at No. 3.

John Shappley and William Hinds are running the log train.

"John Shappley and William Hinds are running the log train."

"A large force of men are engaged in rebuilding the coal branch at No. 6."

William Reidon has recently moved from Carbondale, to Wm. Williams' house, No. 4. A large force of men are engaged in rebuilding the coal branch at No. 6.

The young people of No. 4 spent a very pleasant hour at the residence of Mr. Odell last evening.

NOTES FROM THE GRAVITY ROAD.

Things of Interest Along the Inclines and Levels.

We will try once more to pick up a few items of news from along the line of the gravity. To commence, we will state that Mrs. Hunter has moved from the engineer's house at No. 5, to her own house on the turnpike, near No. 4. Samuel Chubb has moved from the fireman's house No. 5, to the engineer's house vacated by Mrs. Hunter, and Samuel Collins has moved into the fireman's dwelling.

Changes of address for: Mrs. Hunter, Samuel Chubb, and Samuel Collins.

Samuel Price, watchman at No. 5, and known along the line as "The Father," has resigned and is now working in the gravity shop.

Samuel Price, formerly watchman at No. 5 is now working in the gravity shop.

The hands at Racket Brook breaker have been working ten hours per day for some time past, and in order to do this it has been necessary to light lamps in the evening. A number of changes have recently occurred at the breaker. The engineer, Martin Finlan, has resigned, and Wm. Reardon now fills his place, while Wm. Bergan has been advanced to the post of fireman in place of Reardon.

Ten-hour days at the Racket Brook breaker. William Reardon is now the engineer there. William Bergan is now fireman.

James E. Ketcham, whom we reported some time since, had moved from No. 9, to Carbondale, has now changed his residence from the latter place to Scranton. He is in the employ of the D. L. & W. Co.

J. C. Davies and Samuel Thorp fished with good results at Stanton Pond, Monday.

Yesterday, for the first time in many weeks the day's work on the loaded track was finished before six o'clock. Since the early part of November the gravity has worked as it never did before.

"Yesterday, for the first time in many weeks the day's work on the loaded track was finished before six o'clock. Since the early part of November the gravity has worked as it never did before [emphasis added]."

Christmas passed off very quietly with our people. No work was performed on that day (Monday) except to move the passenger trains.

"Christmas passed off very quietly with our people. No work was performed on that day (Monday) except to move the passenger trains."

The friends of J. C. Davies presented him with a very beautiful Christmas tree, well loaded with all the delicacies of the season, on Christmas eve. The presentation speech was delivered by H. W. Powderly, to which Mr. Davies responded in appropriate terms. The tree was on exhibition at No. 4 engine house and was much admired by all who saw it.

Christmas tree presented to J. C. Davies. Tree now on display in No. 4 engine house.

FROM THE GRAVITY ROAD.

Little Items of Much Interest Along the Planes.

"The first picnic of the week came from Green Ridge to-day—the Methodist Sunday school.

The first picnic of the week came from Green Ridge to-day—the Methodist Sunday school.

"Robert Swan is the new foreman at No. 7. He will move his family from No. 9 to the engineer's house at No. 7."

Robert Swan is the new foreman at No. 7. He will move his family from No. 9 to the engineer's house at No. 7.

Fred Shaffer has been changed from No. 7 to the light track.

Clem Arnold, the mountain coal wheeler, has "resigned." "He is succeeded by a countryman of the great Garibaldi."

School has opened at No. 4 with Miss Annie White as teacher.

Clem Arnold, the mountain coal wheeler has "resigned." It appears that he not only scooped up the coal, but the gentleman who kept his time also, hence his "resignation." He is succeeded by a countryman of the great Garibaldi.

Silas Baragar from Cameron county now works in the gravity shop.

Charles O'Neil has moved from No. 6. Silas Baragar, lately from Cameron county has obtained a situation in the gravity shop.

William Wenden has secured a situation with a painter at Carbondale.

We understand that Mrs. Hunter will move from No. 4 to Carbondale soon.

Mrs. Hugh Fitzsimmons, of No. 7, had the misfortune to fall and break one of her arms, one day recently.

The supervisors of Carbondale township have been doing some much needed work on the road in the neighborhood of No. 4.

Charles Plath is able to be at his post again.

Frank Faulkner did not take his long expected trip to New York, Monday, but informs us that he shall go, without fail, about the 15th inst.

Arthur Correll is building a line fence between his property and that of Mrs. Chas. Smith.

Ben Biles can tell the best story of any man on the gravity, and never has to tell the same one twice. His stock is endless.

ALONG THE GRAVITY ROAD.

Faulkner and Dilts' Pleasure Trip—A Few Personals.

The trip to New York City by Messrs. Faulkner and Dilts. Lot of very interesting details reported here. On their return trip to Carbondale from Albany, they took the Saratoga express.

→ Messrs. Faulkner and Dilts returned in safety from their Metropolitan trip on Tuesday afternoon last. They left Carbondale Thursday morning, the 12th inst., for Albany which point they reached in due time. They spent the afternoon and evening viewing the sights of the Capital city of the great Empire state, and Friday morning took a Hudson river steamer for New York. They reached friends in Jersey City about six p. m. The time from Saturday morning until Monday evening was devoted to sight seeing in and about New York. Monday night the travelers returned to Albany by water, reaching there about seven a. m., and thence home via Saratoga express. I shall not enter into the details of the trip, as a good sized pamphlet would be required to do the subject justice. It is a rich field for some one with time and space at command, but as I have neither, I must leave it to some one who can do it greater justice.

"William H. Davis, and sister, Lizzie, leave to-day for a two weeks' visit with friends in New York."

→ William H. Davis, and sister, Lizzie, leave to-day for a two weeks' visit with friends in New York.

Mr. and Mrs. Jacob Wagner, of Mt. Cobb, have been visiting their son, Wheeler Wagner, at No. 6 recently.

S. T. Jones, who for the past two or three years has been engaged in the lumber business in the neighborhood of No. 7, has moved to Carbondale, and the house he has vacated at the foot of No. 8 is now occupied by Allen White, late of Belmont street.

The school directors of Canaan township are erecting a new school building at No. 9.

Rev. Dr. Floyd, owing to illness, was unable to fulfill his appointment at No. 4 yesterday, but if all is well he will be with the people there next Sunday.

← The school directors of Canaan township are erecting a new school building at No. 9."

From the Gravity Road.

We have been told by a number of people that they would like to see the Salvation Army move upon the hosts of the Evil One at No. four.

"Engine 27, at Archbald, broke down yesterday afternoon, but was ready to start again this morning."

→ Engine 27, at Archbald, broke down yesterday afternoon, but was ready to start again this morning.

Charles McCabe, of Preston, Wayne county, who has a lumber job under Contractor Hollenback, has moved into the old boarding house at No. 6.

P.J. Foster and E. A. Fitzsimmons visited Scranton on Monday evening.

Mrs. Robert Swan is ill.

Miss Rose Chubb is down with pneumonia.

William Marshall now works at No 7.

→ William Marshall has joined the No. 7 forces, in place of Allen Stanton, resigned.

L. E. Stanton, of Waymart, has been ill for the past two weeks.

Lewis Hubbard, who has been afflicted with throat and lung difficulty for some time past, is doing well, and will, the chances are, be fully restored to health in time.

Wallace Case is building a new shanty at the foot of No. 3.

Frank Shannon, of No. 1, has resigned to engage in business in Carbondale and his place on the road is filled by Andrew Widner.

"Conductor David Wolcott, of the valley road has not resigned, with the view of engaging in farming near No. 7, as stated in THE LEADER a few days since."

→ Conductor David Wolcott, of the valley road has not resigned, with the view of engaging in farming near No. 7, as stated in THE LEADER a few days since.

FROM THE GRAVITY ROAD.

Lots of Moving Around No. 4—Yesterday's Snow Storm.

Monday was a general moving day in the neighborhood of No. 4. Alderman Williams moved from Belmont street to his house near the M. E. chapel; Frank Wolcott, who for the past four years has resided near the chapel, returned to his farm near No. 7, and Calvin Hawk, who has occupied rooms over White & Murphy's store moved into the house vacated by Mr. Wolcott. James Fitzsimmons moved from Alderman Williams' house to Mrs. Marshall's place and Charles Arthur moved out of John Haley's house to rooms in the Craig house.

"The mountain is now covered with deep snow. The snow of yesterday interfered but the passenger trains were all on time. . ."

→ The mountain is now covered with deep snow. The storm of yesterday interfered to some extent with the running of trains, but the passenger trains were all on time. We were told by one man yesterday that this is the time of the year the sun "crosses the North Pole," and that if the wind shifts around in the north we shall have cold weather for the next six months. Let us make a note of this.

← ". . . this is the time of year the sun 'crosses the North Pole,' and . . if the wind shifts around in the north we shall have cold weather for the next six months. . ."

Racket Brook Breaker

"Martin Finlon, engineer at Racket Brook breaker, has resigned."

"Racket Brook breaker has been running half time this week, owing to the flooded condition of Powderly mines."

← Clem Arnold has opened a shoe shop in Williams' barber shop on Belmont street, where he will be glad to see all his old friends.

→ John Correll spent Monday in Scranton.
→ Martin Finlon, engineer at Racket Brook breaker, has resigned.

→ Racket Brook breaker has been running half time this week, owing to the flooded condition of Powderly mines.

Levi Bennett, of Waymart, informs us he shall start for Montana in a few weeks.

Mrs. Hamlin, of Carbondale, is keeping house for Fred Keppler.

ALONG THE GRAVITY.

A Sell That Set the Railroad Boys Laughing—Personal Notes.

A young man, whom I will call M—, was the victim of a big sell the other day, and it was not the first day of April, either. I don't know as I ought to give it away, as he is afraid of the bright light of the evening paper. It seems that M— had made up his mind to treat himself to a suit of spring clothes and as he did not have very much faith in the ability of the home dealers, he took a trip over to the land of Canaan and had his elegant form surveyed for the dry goods. They were to be finished by a certain time, and M— made arrangements with a well-known man, whom I will call the P. T. to bring them over from Waymart, to which point they were to be sent by stage from the land of Canaan. Now M— must have the suit at the hour named without fail, but stage coaches are slow; so are country tailors. The hour came but not the spring suit. Here was a fix; a disappointed youth, perhaps a disappointed maiden, it was at this supreme moment that the P. T. arose equal to the occasion. He would make a suit then and there. True his material was limited to a garbage heap and his only tools were a hand ax and a crow bar, what of that? Out of the heap came an old pair of pantaloons; they would do; next came an old coat; that would

(continued on the following page)

also do; next came an old overshirt. A little fine work with the hand ax and a vest came forth; a hat; collar, suspenders, in one, two three order, and the job was done. The suit, neatly done up, was handed to M—and he expressed many thanks to the P. T., but the latter quietly informed him that something more than thanks were in order, and reminded him that there was a quarter coming for the stage driver. Oh, yes! M—had forgotten that; yes, here it is. Let the curtain fall at the point when M—opened the package, and found he had been neatly sold, and had also paid a quarter for the sell.

Nathan Davis no longer works on the light track.

→ Nathan Davis, who has worked on the light track for some time past, has resigned and is now employed on the N. Y. L. E. & W. road.

Moses Spangenburg has been changed from the foot of No. 8 to the head of No. 7, and William Marshall from the head of No. 7 to the foot of No. 8.

← Moses Spangenburg and William Marshall switch jobs: Planes Nos. 7 and 8.

Mrs. Allen White and Mrs. Thomas Bates visited Carbondale yesterday.

"William Bergen, fireman at Racket Brook breaker, has been promoted to engineer."

→ William Bergen, fireman at Racket Brook breaker, has been promoted to engineer.

Mrs. Richard Wonnacott, of Waymart, and Mrs. Decker, of Farview, visited at the residence of Fred Keppler, No. 6 yesterday.

John Haley is on the grand jury at Scranton this week.

A. C. Kays, of Scranton, was along the line yesterday.

Moses Spangenburg paid a visit to South Canaan yesterday.

All those interested in Sunday school work at No. 4 are requested to meet at the house of ex-alderman Williams, Friday evening, to make arrangements for the coming season's work.

Justus Cary and a large force of men are building a lumber railroad out of the woods on the Hollenback tract near No. 7 in order to get a large number of logs out of the woods.

Along the Gravity Road.

Owing to lack of snow last winter a large number of logs were left back in the woods, on the Hollenback tract, in the neighborhood of No. 7, and as they were much needed it was decided to build a railroad out in the forest over which they could be brought to market. [A force of men under the direction of Justus Cary have been engaged upon the road for some time past and now have it nearly completed.

Mrs. William Phillips, who has been very ill with pneumonia, is somewhat better.

Henry Vail has been on the sick list for the past week.

William Woodruff has moved from Carbondale to Hollenback's boarding house near No. 5.

Mrs. Bodie, of No. 6, entertained Lewis Correll, of Carbondale, yesterday afternoon.

Wheeler Wagner is looking after the interests of his coal and lumber lands in the lower part of the county to-day.

From the Gravity Road.

Ex-Alderman Williams is building a large barn on the Belmont farm, near No. 4.

Conductor Knapp fished in Stanton pond yesterday.

Arthur Correll made a hasty trip to South Canaan Saturday evening.

Patrick Kelly and Mrs. Kate Bodie, of No. 6, visited Honesdale yesterday.

"The Waymart carpenters under foreman Case, are rebuilding No. 5 head house."

→ The Waymart carpenters under foreman Case, are rebuilding No. 5 head house.

Fred Shaffer, of Waymart Camp Sons of Veterans, is the delegate to attend the encampment of that order at Wilkes-Barre on Thursday and Friday of this week.

← Sons of Veterans, Waymart Camp: Fred Shaffer is their delegate to the encampment of that order at Wilkes-Barre on Thursday and Friday of this week.

Rev. R. P. Christopher is preaching to the people of No. 4, this season. Next Sunday afternoon his subject will be "The Hand Writing on the Wall." All are invited to attend. Service commences at half-past two.

"It is reported that night watchmen have been placed in the light track engines on the east side of the mountain."

It is a little more than broadly hinted that a quiet wedding took place yesterday, the contracting parties being a well known couple in the neighborhood of No. 5, the details could not be gotten last evening.

→ It is reported that night watchmen have been placed in the light track engines on the east side of the mountain.

Gravity employees were paid monthly.

Nearly all of the Gravity men have been on full time since the 1st of the month, and the breakers are also making full time.

← "Nearly all of the Gravity men have been on full time since the 1st of the month, and the breakers are also making full time."

"The Gravity hands received their May pay yesterday, but owing to the slack times which prevailed during that month, money is not very plenty with many of the men."

→ The Gravity hands received their May pay yesterday, but owing to the slack times which prevailed during that month, money is not very plenty with many of the men.

Justus Cary and a large force of men are

William Marshall no longer works for the Gravity.

Thomas Bate is the fireman at No. 7.

Theodore Regan has resigned as headman at No. 2.

"Census Enumerator Shultz, of Carbondale Township, was along the line [of the Gravity] yesterday attending to the duties of his office."

Along the Gravity Road.

William Marshall has resigned, and is now a brakeman on the Erie road.

Charles Stiles, who met with an accident at No. 5, in May 1889, which resulted in the loss of his right foot, is back on the road again in the capacity of pulley oiler.

Thomas Bate, fireman at No. 7, is on the sick list.

Rheumatism, which seems to be no respecter of persons, has laid its sacrilegious hand upon Alderman Williams.

Mrs. Thorpe and son Howard, who have been making a prolonged visit with friends and relatives in this section, started for their distant home in Texas on Monday.

P. J. Foster took a trip to South Gibson on Sunday.

Mr. and Mrs. Robert Holland, of Carbondale, were guests of Tyler Kimble, No. 5, Sunday.

Samuel Thorpe, accompanied his mother and brother on their way to Texas, as far as Susquehanna, Monday.

Theodore Regan, headman at No. 2, has resigned and is now in the employ of the Erie company.

Henry Seabold caught a good sized lake trout in No. 7 pond, Monday.

Census Enumerator Shultz, of Carbondale township, was along the line yesterday attending to the duties of his office.

Wilton Shaffer had a cow killed by lightning at his place near Farview one night recently.

Charles Stiles, formerly at No. 5, now works as pulley oiler for the Gravity.

"Henry Seabold caught a good sized lake trout in No. 7 pond, Monday."

Lake trout (*Salvelinus namaycush*) is a freshwater char living mainly in lakes in northern North America.



From a zoogeographical perspective, lake trout are quite rare. They are native only to the northern parts of North America, principally Canada, but also Alaska and, to some extent, the northeastern United States.

FROM THE GRAVITY ROAD.

Some Miserable Highways—Poet Williams' Trouble.

A chapter could be written on the subject of public roads. In the first place, late summer or fall is the worst possible time to repair a road, as it does not have time to become compact before the heavy rains come and the soft dirt is turned into a sea of mud. But better late than never. The main road over the mountain to Wayne county, is in better condition now than it has been for some years past, at least that part of it that runs through Carbondale township. Supervisor Brown seems to be doing a good work. A lad of fifteen, named Milton Hubble, employed on the Fitzsimmons farm at No. 7, is repairing the private road between No. 6 and 7. He is working all alone but is doing well, and displays a knowledge of road building which many a supervisor through the country lacks. But of all the roads in the United States that piece between No. 6 bridge and Mr. Wolcott's house is, perhaps, the worst. It is dangerous. Some one, who if he did not do it to spite a neighbor, must be either a fool or mad man, has filled the entire road bed, from ditch to ditch for many rods with great rocks, and left them there, unbroken and uncovered, for the people to get over as best they can. The man who drives over it is liable to have his wagon or his horses injured—perhaps his own neck broken. If there is any law in such cases let it be enforced and the guilty party be brought to justice.

". . . But of all the roads in the United States that piece between No. 6 bridge and Mr. Wolcott's house is, perhaps, the worst. It is dangerous. . . "

The Milford and Owego Turnpike passed under Plane No. 6.

Land ownership between No. 7 plane and the Wolcott farm: Who owns the land, Ex-Alderman Williams or the G. L. Morss estate?

Ex-Alderman Williams commenced some improvements on the tract of land situated between No. 7 plane and the Wolcott farm, a few days ago, but the improvements came to a sudden standstill, when the agent of the G. L. Morss estate came down upon the lordly poet laureate with an injunction restraining him from further labor until he could establish his title to the land, which he claimed to have bought up for taxes at a treasurer's sale, some time ago.

Mrs. Henry Vail is visiting Mrs. J. H. Potter, at Waverly, Pa.

Mrs. Charles Monk is ill.

John Reynolds is able to be out again.

Frank Wolcott is putting a tin roof upon his farm house at No. 7.

We are informed that Jasper Vail has bought a building lot at Forest City, upon which he will erect a fine dwelling soon.

ALONG THE GRAVITY ROAD.

A Big Month's Work—Changes on the Line—Personal.

January 1891: Bad storms, many wrecks on the railroad. Phenomenal coal traffic, as many as 450 trips a day. Long hours following the fire at No. 28. Following storms the men had to be a work at 5:30 a. m. to clear the tracks

→ The month just closed will long be remembered by the railroad men on account of its storms and wrecks. The coal traffic during January has been phenomenal, as many as 450 trips being sent over the mountain some days. Long hours have been the rule. Following the fire at No. 28, the men worked until after 10 o'clock at night for a number of nights, and whenever there was a snow storm they would have to be on duty at 5:30 a. m. to clear the tracks.

Job changes on the Gravity for Joseph Bryant, George Cobb, Joseph Swan, Dayton Price, Mr. Swingle, Harry Stanton.

→ A number of changes can be noted with the opening of the new month. Joseph Bryant will leave No. 11. and locate in Carbondale, and his place will be filled by George Cobb, of No. 7. Joseph Swan, fireman at No. 9, will leave soon, it is said, and will remove his family from Farview to the Perkins place, near Canaan Corners. Dayton Price has changed over from the foot of No. 8, to the head of No. 7, and a new hand, named Swingle, has taken up quarters in the foot. Harry Stanton, of Waymart, has left No. 8, and will enter Wood's College, at Scranton.

Upward mobility: "Harry Stanton, of Waymart, has left No. 8 and will enter Wood's College, at Scranton."

"John McCabe, who has been a foreman in Racket Brook breaker for many years, has resigned."

Master Frank Wolcott, of Carbondale, spent Saturday with his grandparents at No. 7.

A man named Priestly, has opened a candy and cigar store in the Loftus house at No. 4.

→ John McCabe, who has been a foreman in Racket Brook breaker for many years, has resigned.

Dr. T. C. Fitzsimmons is spending the winter with his parents at No. 7.

John Reynolds, watchman at No. 4, is laid up by the effects of a heavy fall received a few nights ago.

"John Reynolds, watchman at No. 4, is laid up by the effects of a heavy fall received a few nights ago."

P. J. Foster is able to resume work after a month's illness.

James Campbell has been confined to his home by illness for the past three or four weeks.

Mr. and Mrs. Jacob Wagner, of Scranton, are making a prolonged visit with their friends along the line.

Mr. and Mrs. Walter Cory, of Waymart, were in Carbondale Saturday.

William Woodruff and family have moved from No. 6 to Slate Run, Lycoming county.

UP ON THE MOOSIC.

Notes From Points all Along the Gravity.

Mr. and Mrs. Samuel Chubb of No. 5 spent Sunday with friends at Carbondale.

Mr. and Mrs. Charles McMullen are rejoicing over the appearance of a brand new ten pound brakeman.

William Wolcott and family of Carbondale spent Sunday with friends at No. 7.

Miss Mary Flood of Carbondale spent Sunday with her mother and sisters at No. 4.

Farmer Butler has his hay all in the barn.

Mr. and Mrs. George Foster of Farview, spent Sunday with friends in Peckville.

Mr. and Mrs. P. J. Foster, of Canaan street spent Sunday with friends at Peckville.

Thomas Quigley lies seriously ill at his home at No. 4.

Roy Foster, water boy a No. 4 stone quarry, was in an accident and will probably lose the big toe on his right foot.

→ Roy Foster, son of Engineer Foster of No. 8 met with an accident this morning which will probably result in the loss of his big toe on the right foot. Roy has been employed as water boy at No. 4 stone quarry and has been in the habit of riding from No. 9 down to his work every morning on the first train. As he went to get off this morning his toe got caught in the wheel and was pretty badly ground before he was released from his perilous position. Roy has got the sand. He says that the toe won't keep him in the house but a few days.

Mrs. J. E. Haley is confined to her home with sickness.

A terrible fight occurred on Jeffrey street Saturday night in which two strangers went off in worse condition than they anticipated, for it seems that the strangers came in on one end of the street and challenged everything they came to till they got to the other end when it looked as if they had conquered all of Jeffrey street as they came to the last house on said street, in the yard of which they proposed to have some fun. But their fun turned to sorrow before they got through as Bingo got the best of the fight as the largest stranger went off with a broken leg. Mr. Doak says he wouldn't have had his blooded dog insulted so by strangers for considerable money.

ALONG THE PLANES.

Notes About People and Things on the Gravity Road.

Free range cows destroyed Charles McMullen's garden on No. 1 hill. Charles McMullen will be ready for the cows if they come back again.

→ The parties that let their cows roam at large on No. 1 hill every night had better take the bell off in the evening when they milk, so that people will think their gardens safe, whether they are or not. It is too bad when people will work hard all summer in a garden and then have it all destroyed in one night as Charles McMullen's was a few nights ago, but Charles is on the watch and so are the boys.

The supervisors are at work fixing No. 4 hill.

It looks very strange that parties whose word no merchant would take for fifty cents can go before an alderman and get warrants for the arrest of respectable citizens, for no other purpose, as it appears to parties acquainted, but to levy blackmail.

"The stone cutters at No. 4 quarry have had a raise of fifty cents per day and now get \$3.50."

→ The stone cutters at No. 4 quarry have had a raise of fifty cents per day and now get \$3.50.

W. Williams and S. Thorp made a business trip to Scranton today.

Mr. and Mrs Charles McMullen are visiting friends at Honesdale.

Miss Celia Moran, of Aldenville, is visiting her sister, Mrs. John Butler, at No. 4.

"Under the supervision of Michael McCann and Milo Cordner a shaft is being rapidly sunk at No. 9 near Farview. . ."

→ Under the supervision of Michael McCann and Milo Cordner a shaft is being rapidly sunk at No. 9 near Farview. The boys are working like beavers themselves as they say help is scarce.

David Mann and family returned home Tuesday after spending a week with friends and relatives at New York.

Thomas Bates lies seriously ill at his home on No. 1 hill.

Mrs. Henry Veil is confined to her home with sickness.

Burt Hunter has joined the Mulligan guards at No. 3.

Thomas Marshall is improving slowly.

"Burt Hunter has joined the Mulligan guards at No. 3."

<p>Close call on Plane No. 5 for a young man who gave it his best to get a calf off the tracks.</p>	<div style="text-align: center;">GRAVITY HAPPENINGS.</div> <p>A Supposed Case of Cholera and a Boomerang Calf.</p> <p>As a trip of cars was ascending the planes a few mornings ago toward Farview, loaded with laborers, a calf attempted to cross plane No. 5 ahead of the trip, when one of the young men thinking he had the strength of Sullivan jumped from the train caught the calf by his rear appendage and attempted to throw it down the bank and out of the way; but the calf not being used to such rough usage turned on Mr. Lynch and threw him down the bank instead, and not being satisfied with this followed in the rear of Mr. Lynch and held him down almost suffocating him in the bank of culm and dirt before help arrived. When he arose and shook the dirt from his clothes and eyes and thought how near he came to leaving a young widow it almost made him mad for undertaking something he wasn't sure of accomplishing,</p> <p>The family of Samuel Thorp took a walk on the mountain Sunday and on their return one of the number was taken violently sick with what seemed symptoms of cholera. The news spread like fire and great consternation prevailed among the villagers, for death occurred in about thirty minutes. The alderman being notified selected the following coroner's jury; Milo Cordner Michael Mockin, Ned Lynch and three strangers who happened by at the time. After a post mortem examination by Dr. Purdy a verdict was rendered of willful murder against some person or persons unknown, Sam says he will pay a big reward for the conviction of the person that poisoned his dog Prince.</p>
<p>Samuel Thorp's dog, Prince, poisoned.</p>	

(Continued on the following page)

A demonstration of how great a fire a little matter kindleth sometimes has been had on the mountain recently. A couple of Sundays ago a workman on the gravity rode up from Carbondale with a farmer and when he left the wagon forgot his coat which lay therein. The farmer drove on and when about a quarter of a mile beyond discovered the mistake. Taking the coat into a nearby house he asked that it be returned to the owner. A couple of days afterward another workman on the gravity went and claimed the coat and got it without question, but his possession was short for the rightful owner learned of its whereabouts and going to the usurper demanded his property. It was handed over promptly but if it hadn't been there would have been a catastrophe to report. The usurper will hereafter buy his own garments.

Miss Mary Retchum, of Carbondale, was a visitor at No. 4 Sunday.

William Williams and daughter Gertrude spent Sunday with friends in the city.

"The select school at No. 6 opened Monday the 19th with Miss Bertha Clark as teacher."

The select school at No. 6 opened Monday the 19th with Miss Bertha Clark as teacher.

The boys on the light track say that Milo Cordner is the only man that can give the correct time especially after a refreshing nap.

Lost, strayed or stolen, a pair of heifer calves belonging to Franklin Reardon. Any information regarding their whereabouts will be received with open arms by Frank.

"Lost, strayed or stolen, a pair of heifer calves belonging to Franklin Reardon. Any information regarding their whereabouts will be received with open arms by Frank."

Eugene Shaffer is spending a week with friends at Port Jervis.

Mrs. Hattie Arnold and daughter Lucy, of Dyberry, are the guests of Mr. and Mrs. J. E. Healey, of Carbondale.

ALONG THE GRAVITY.

News Notes from a Correspondent on the Moosies.

More problems with wandering cows.

→ There was a spirited debate a few days ago among some of the No. 4 citizens, the question being who is the most honest, the man that sends his children out to steal and receives the proceeds or he who sends his cow to forage on other people's property and the owner get the milk. It was declared they were equally guilty.

New church at Monkey Run for the Presbyterians. The Methodist church at No. 4 has been "thrown off" by the Carbondale church.

→ While the Presbyterians have built a new church at Monkey Run as a branch to the Carbondale church it is understood that the Methodist church of Carbondale has thrown off the little flock at No. 4, to shift for themselves, there not being money enough to entice them up this way.

Springs are getting very low. Some parties on upper Canaan street have to carry their water a long distance.

Sunday is a busy day for coal pickers around Racket Brook culm pile.

"Sunday is a busy day for coal pickers around Racket Brook culm pile."

Frank Wolcott, of No. 7, spent Sunday in the city.

Franklin Pearce, of Carbondale, called on friends at No. 4 Sunday.

A young man named Tom threw himself under the cars at No. 3 and was ground to shapeless mass on Thursday.

→ About two months ago a young person who has gone by the name of Tom came around No. 3 engine and made friends with the watchman by looking out for stragglers. Will Benjamin snoozed then after coming in for a share of the latter's supper pail but lately Benjamin began to think that Tom should provide his own supper so he refused to give him even a morsel to eat as at times he didn't have any to spare. So Tom found that was the way he was to be paid for all his kindness and as the cold nights were coming on he grew despondent. On Thursday evening he determined to shuffle off this mortal coil, threw himself under the cars and was ground to a shapeless mass. Dr. Price gave a certificate of suicide through despondency. The rats and mice have full sway now since Tom is dead.

ALONG THE GRAVITY.

News Notes from a Correspondent on
the Moosics.

"There have been wonderful improvements at Racket Brook breaker since Foreman Loftus took charge. When they can crack and screen ten hundred and eighty-six tons of coal, in one day, and not find a car with over three per cent waste, it is the best day's work ever done at Racket Brook since it was built, which shows there must be something in management."

There have been wonderful improvements at Racket Brook breaker since Foreman Loftus took charge. When they can crack and screen ten hundred and eighty-six tons of coal, in one day, and not find a car with over three per cent waste, it is the best day's work ever done at Racket Brook since it was built, which shows there must be something in the management.

1,086 tons of coal processed at Racket Brook breaker in one day.

The weighmaster and coal inspector at Racket Brook are betting big money over the coming election.

The alderman's face is all aglow with smiles this week. Whether it is over the return of his wife or the assurance he has that Cleveland will be elected he doesn't say.

Ralph Haley has resigned his position as brakeman on the gravity and accepted a like position on the Erie.

Ralph Haley no longer works as a brakeman on the Gravity.

Mrs. R. Smith and daughter Bessie, of Prompton, were the guests of Mrs. George Chapman, of Carbondale, yesterday.

"There were 247 cars of coal, as it came from the mines, run through the breaker at Racket Brook Wednesday."

There were 247 cars of coal, as it came from the mines, run through the breaker at Racket Brook Wednesday.

Samuel Chubb has purchased a handsome organ of the Guernsey brothers, of Scranton, as a present for his daughter Rosa.

Quality of Life: "Samuel Chubb has purchased a handsome organ of the Guernsey brothers, of Scranton, as a present for his daughter Rosa."

Mr. and Mrs. William Ogden and daughter Bessie, of Waymart, spent yesterday with friends at Carbondale.

Harry Vanvorst thinks he will have to get a horse and wagon and go to peddling tin ware as the result of their tenth year wedding anniversary.

Mrs. William Cox, of Carbondale, is visiting her parents, Mr. and Mrs. Williams at No. 4.

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